Ship News for the

Daily Commercial News

AND SHIPPING LIST,

SAN FRANCISCO, CAL., U. S. A.

Date, ... *188* . . . .

Name of Vessel and Class . . . . *of* . . . .

Master . . . .

from . . . . *sailed* . . . .

bound to . . . .

Length of Passage . . . . *arrived* . . . .

Consignees of Vessel . . . .

Sickness or Deaths on board (with names,) . . . .

—Report.— *(Weather experienced, &c.)*

General Remarks and Incidents of Voyage.

Marine Disasters and Additional Shipping News, &c., &c.

Vessels Spoken on the Passage.

Date		Time	Latitude	Longitude	Name	Nation	Class	From	For

Date, ... *188* ......

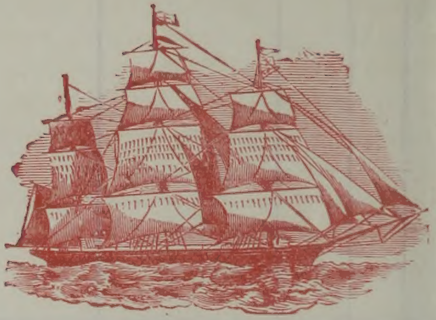
Vessels lying in the Port of ....

Class	Name	Master	From	For	To sail

Sailed in Company with the following Vessels.

Ship News.

IMMEDIATE.



MORRIS U. BATES & CO.,

Daily Commercial News and Shipping List,

415 Montgomery Street,

SAN FRANCISCO, CAL., U. S. A.

INWARD FOREIGN MANIFEST

—OF—

—FROM—

H. S. BUNKER,
SHIP AND CUSTOM HOUSE BROKER,
508 BATTERY ST., SAN FRANCISCO.

H. S. BUNKER, Ship and Custom House Broker,
508 Battery St., San Francisco, Cal.

INWARD FOREIGN MANIFEST.

Report and Manifest of the Cargo laden on board of the Am Steam Bark Belvedere whereof Geo. F. Smith is Master, burthen 440 12/100 tons, built at Bath Maine. bound to th San Francisco. which Cargo was taken on board at In the Arctic Ocean Owned by William Lewis and Others.

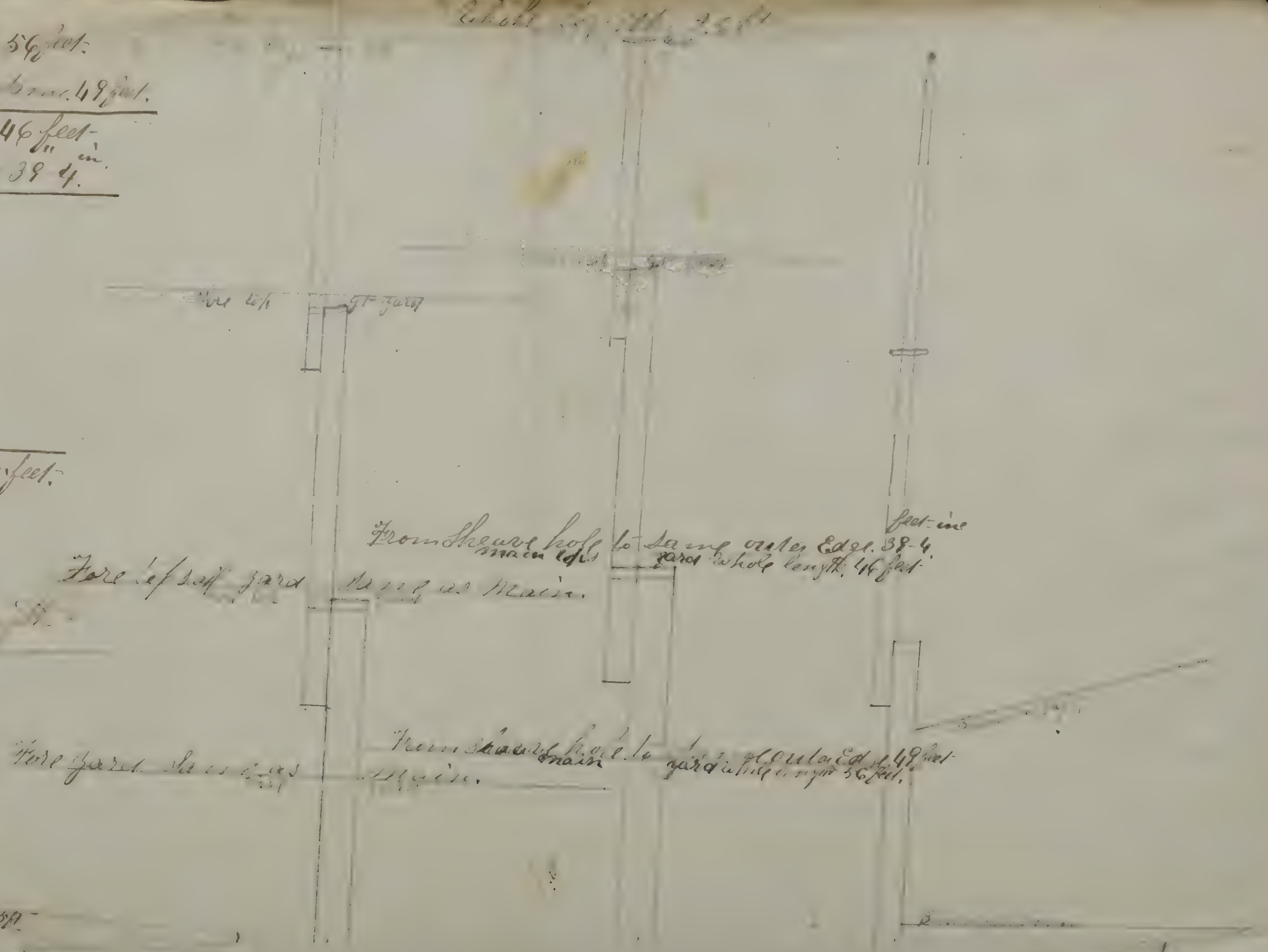
MARKS.	NOS.	PACKAGES AND CONTENTS.	SHIPPERS.	CONSIGNEES.	Place of Consignee's Residence.	PLACE OF DESTINATION.
		25 Packages Oil		Wm Lewis.	New Bedford.	San Francisco.
		" " Bone		"	"	"
		Provisions & Stores.				
		Whaleing implements				

Full length of main yd. 56 feet.
outer Edge Sheave hole to same. 49 feet.

Full length topsail yd. 46 feet.
outer Edge Sheave to same. 39 ft 4 in.

[illegible] boom full length: 45 feet.
to cap. 13 ft 10 in
" [illegible] shoulder 28 ft 05 in.
" [illegible] " 41 06

[illegible] for the same length.



Whole length 35 ft
Fore top
gt yard
From Sheave hole main top to same yard outer Edge. 38 feet 4 in.
whole length. 46 feet
Fore topsail yard same as Main.
From sheave hole main to yard outer Edge 49 feet
whole length 56 feet.
Fore yard same as Main.

ft in. 141 06
ft in. 128 05

ft in. 13 10
whole length. 45 ft
3 [illegible]

41½

"Belvedere" Steamer"

[illegible] Smith Master

[illegible] at 10 o'clock A.M. December 10 1883.
Going out under Steam as the Wind was
light ahead ([illegible]) and after getting
outside [illegible] and [illegible]
[illegible]
[illegible] by said [illegible]

Thomas D. McLane
Chief Officer

Tuesday Dec 11" 1883"
[illegible] Northwest winds [illegible]
[illegible] Stock.

Wednesday 12" Dec.
[illegible]
course S.W. ½ South. Saw one Sail bound N.

Thursday Dec 13"
[illegible] started the
[illegible] Pumps and [illegible]
[illegible] around the [illegible] discharge Pipe
[illegible] the time when she arrived in
[illegible]
[illegible] Provisions. Found the worst
[illegible]

Thos. D. McLane

Friday Dec 14"
[illegible]
[illegible]
[illegible]

[illegible]

Saturday Dec. 16 [illegible]

[illegible] with light Northeast [illegible] Course
South West. Employed in overha[illegible]
[illegible]

[illegible]

Weather fine. Wind [illegible] Northeast [illegible]
standing Mastheads.

[illegible] 17

[illegible] rain [illegible] duty [illegible]
[illegible]
[illegible] cook off Duty. Laid [illegible]
[illegible] on the legs. Took a [illegible]
[illegible] temporarily.

Tuesday [illegible] 19

Weather still thick. [illegible]
Course Southwest.

Wednesday [illegible] 20

[illegible]
[illegible]

Thursday Dec. 21

[illegible] Course Southwest.
[illegible]

[illegible] 22

Fine weather, moderate [illegible]
Course Southwest. The [illegible]
[illegible]
water, the old Cook [illegible]

Steamer [illegible], Smith Master.

Saturday Dec 22, 1883.
Strong N.E. trades, Course South west, [illegible] [illegible] Lat N. Long West.

Sunday Dec 23
[illegible] Lat 19=52 North, Long 147=16 West.

Monday 24 Dec.
Fair weather, Light [illegible] [illegible] Lat [illegible]=53 N, Long [illegible] West.

Tuesday Dec 25
[illegible] light trades, Course South West, [illegible] [illegible]
Lat 17=24 North, Long 150=58 West.

Wednesday Dec 26.
Fine light N.E. trades, Course W.S.W.
Lat 16=55 North, Long 152=51 West.

Thursday Dec 27.
Fine light trades, Course W.S.W. [illegible] [illegible] Lat 15=26 North, Long [illegible]=26 W.

[illegible] Smith [illegible]

Friday Dec 28" 1883.
[illegible] Course N.b.W. [illegible]
[illegible] Lat. 5=36 North Long 107=46
West.

Saturday Dec 29
Wind very light. [illegible]
[illegible] (2 1/2 [illegible]) [illegible]
[illegible] and continued our course [illegible]
[illegible]
[illegible]
[illegible] they could not do their [illegible]
[illegible] Lat 12=33 North Long 110.25.

Sunday Dec 30"
[illegible] light trades. Course N.b.[illegible]
[illegible]
[illegible] orderly. are very much ashamed [illegible]
[illegible]) and as they have no [illegible]
[illegible] not repeat this offence. Lat 16=00 North Long [illegible]

Monday Dec 31"
Strong trades. Steering South by [illegible]
[illegible] horses. Lat 14=29 North Long [illegible]

[illegible]

Tuesday June 1st 1884

Strong breeze, Course N. 3/4 W. [illegible]

[illegible]

Lat 14-19 North Long 175-14 West

Wednesday June 2

[illegible] Course N. 3/4 West [illegible]

[illegible] Lat 14=21 North

Long 177-28 West

Thursday June 3

Strong Northeast trades. Course West 3/4 [illegible]

Lat 13-47 North Long 174-49 West

Friday June 4

The usual trades. Course [illegible] 1/2 [illegible]. The [illegible]

[illegible] again with the same "Old Sores" and

[illegible]

Lat 13-24 North Long 177-58 West

Saturday June 6

[illegible]

Lat 13-[illegible] North Long 17[illegible] West

West Longitude

Have lost a day by crossing the Long of 180°

[illegible]

East Longitude

Monday June 7 1884

[illegible] Course [illegible]

[illegible]

Lat 12-45 North Long 17[illegible]-41 East [illegible] "[illegible]" —

Tuesday "Jan 8" 188[illegible]

[illegible] ready for use and [illegible] [illegible]
Lat 12-32 North Long 176-24 East

Wednesday "Jan 9"

Fair weather, Trades light, Course [illegible]. Lat and Long as [illegible]

Thursday "Jan 10"

Fair light trades, Course S.W. ½ W. [illegible] of the "Marshall Islands" [illegible] the steam at 7 o'clock P.M. having steamed [illegible] 12 hours only.

Friday "Jan 11"

[illegible] "M. Sangwo" shipped by agreement [illegible] for the same pay as the former Cook.

Saturday "Jan 12"

Fair light trades. Steering [illegible] West. [illegible] "Marshall Islands" And at the same time a large number [illegible] wanted and left [illegible] "[illegible]"

[illegible]

Sunday "Jan 13" .. 1884
Thick light breeze, Course S.W., Wind up. McKill's Island distant 40 miles.

Monday 14th"
Fine breeze, arrived off McKill's Island about 1 o'clock P.M. The natives came aboard in their canoes with food for trade, we exchanged some calico for food and [illegible] [illegible] [illegible] [illegible] the canoe away again [illegible] [illegible] [illegible] [illegible]. We found 3 or 4 natives aboard [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]. Boat got back about [illegible] P.M. [illegible] [illegible] [illegible] [illegible].

Tuesday "Jan 15"
Fine breeze, Course S.W. ½ W. squally weather and heavy swell.

Wednesday J. 16"
Light breeze, Course S.W. ½ W. rainy and squally weather.

Thursday 17 "Jan.
Fine light [illegible] breeze, [illegible] weather.
Lat 8 30 North, Long 156 30 East.

Friday "Jan 18.
Wind [illegible] [illegible] [illegible], Course S.W.
Lat 2 36 North, Long 156 07 East.

[illegible]

Saturday, Jan 19. 1884.
[illegible] [illegible] [illegible] [illegible] [illegible] a calm, Ship under [illegible], Lat 2-2 North, Long 164, 52 East,

Sunday "Jan 20"
[illegible] Steaming from [illegible] o'clock A.M. until 7 o'clock P.M., Course S.S.West,
Lat 1, 13 North, Long 163-53 East,

Monday "Jan 21"
Crossed the Equator [illegible] [illegible] Moderate South West winds, Ship [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
Lat 00-05 miles South, Long 164, 50 E,

Tuesday "Jan 22"
Light South west winds, Saw large quantities [illegible] [illegible] [illegible] [illegible] [illegible] [illegible],

[illegible] Jan 23
Near[illegible] calm, Ship Steaming to the S. West, [illegible] [illegible] [illegible] 1-26 South,
Long, 164-35 East

Thursday Jan 24.
[illegible] [illegible] [illegible] [illegible] and [illegible]ing sail, Lat 1-38 South Long, 164-33 East.

[illegible] Delaware [illegible]

Friday Jan 25. [illegible]

Squally weather [illegible] winds [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
Lat 2-22 South Long 164-00 East.

Saturday Jan 26.

Fair weather with a West wind. At day light [illegible] the Island of "St Francisco". Got up [illegible] for a few [illegible] but [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] 2 [illegible] to the Starboard but could not make them out. Lat 3-02 South Long [illegible]3-08

Sunday Jan 27.

Strong Westerly winds. Ship under [illegible] of "New Ireland" where we are bound for [illegible]. Spoke the [illegible] Bark "[illegible]" Capt. [illegible]. She has not got a whale for [illegible] eight months, [illegible] [illegible] [illegible] [illegible] whales were plenty here.

Monday Jan 28.

[illegible] [illegible] [illegible] [illegible]. Ship [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] 8 and [illegible] ([illegible] [illegible])

Tuesday Jan 29.

Wind along from West [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] New Ireland in sight.

[illegible]

Wednesday "Jan 30" 1884.
Fine weather but "Calm" Stood in to the [illegible] [illegible] [illegible] water [illegible] and [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Thursday "Jan 31"
[illegible] [illegible] [illegible] [illegible] which is one good sign of Sperm Whales

[illegible]

Friday Feb 1st 1901

[illegible] from the Northward, ship on the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Lat 4-12 South Long 163-43 East

Saturday "Feb 2"

[illegible] and light airs, Employed [illegible] [illegible] [illegible]

Sunday "Feb 3"

[illegible] light winds with rain, Course N.E. by East

Monday "Feb 4"

Light Northwest winds, Course N.E. by E. & E. Making sail and [illegible] [illegible] [illegible] Lat 2-19 South Long 163-47 East

Tuesday "Feb 5"

Fine light South winds, Course N.E. by E. & E. [illegible] [illegible] Lat 1.39 South Long 1?1-9

Wednesday "Feb 6"

Strong [illegible] winds, [illegible] [illegible] [illegible] [illegible] [illegible] Lat [illegible] South Long 16?

Thursday "Feb 7"

Moderate N.N.E. winds. Reefing sails
Lat 00-60 South Long 165-03 East

Steamer [illegible] Cruise [illegible]"

Friday Feb 8.

Light winds [illegible]

[illegible]

Lat 00 - [illegible] Long 58 - 17.

Saturday "Feb 9

Light [illegible] winds. Ship [illegible]

[illegible]

[illegible]

[illegible] Lat 00 - 33 North Long 52 - 30.

Sunday "Feb 10.

Light [illegible] winds. [illegible] 12

[illegible]

[illegible] Proved to be Smoky [illegible]

Lat 00 - 54 North Long 52 - 57.

Monday "Feb 11.

Light [illegible] winds. Ship [illegible]

Tuesday "Feb 12.

Light [illegible]

[illegible] Lat 2 - 11 North Long 117 - 20 E.

Wednesday "Feb 13.

Light [illegible]

[illegible] Island of [illegible]

Lat [illegible] Long 100 - 23 East.

Thursday "Feb 14"

[illegible] Island of

[illegible] canoes Balcarra

[illegible] got a [illegible]

[illegible]

[illegible]

Friday "Feb 15" 1884

Fine light weather, Ship at anchor in the "[illegible]" getting Wood and Water and Hogs

Saturday "Feb 16"

Fine weather. Got 175 [illegible] and [illegible] and went in another raft.

Sunday "Feb 17"

Fine weather, Ship at anchor in [illegible].

Monday "Feb 18"

Fine weather, getting water, While the Men were at Supper a Man in the boat [illegible] in the water Running started for the shore and the officer of the deck did not report it untill the Mate came on deck. Knowing that the man meant to run away the Mate ordered a Boat cleared away and sent after him, the man tried to get into the woods before the Boat could get there but failed and after some trouble was captured and taken on board and put in Irons by order of the Captain. The Mans name was Robert Stokes.

Tuesday "Feb 19"

Strong breeze with pretty weather. Getting wood. Taking up the Hogs. Stokes still in Irons

Wednesday "Feb 20"

Fine weather. Finished getting wood and got a hundred Coconuts for Hog food.

[illegible] [illegible] "Rose"

Thursday "Feb 21"

Fine light weather. Finished recruiting [illegible] the Natives [illegible] me and took our Anchor at the [illegible] and came out [illegible] Returned [illegible] [illegible] [illegible] duty. Steered [illegible] after [illegible] the [illegible]

Lat 6=50 North Long [illegible] East.

Friday "Feb 22"

[illegible] [illegible] light [illegible] Course [illegible] Lat 8=00 North Long [illegible]

Saturday "Feb 23"

Light weather. [illegible] Course N.W.

Sunday "Feb 24"

Fine weather with [illegible] Course the same.

Monday "Feb 25"

The same.

Tuesday "Feb 26."

Squally and raining. Ship making no headway to the North.

Wednesday "Feb 27"

Fine steady North East trades. Ship on the [illegible] tack [illegible] N.E. [illegible] bound for the Island of "Saipan" for corn and [illegible] for the live stock.

Thursday "Feb 28"

Strong squalls, at dark shortened sail as the weather was bad, Took in Courses and Upper topsails, steering N.W. by N. & West.

Friday "Feb 29"

Strong weather with heavy squalls, ship under short sail, at 4 o'clock the Watch A.M. raised land close to ahead, Wore short around and in doing so put our Starboard Bow Boat under Water and Broke a davit short off. At day light stood around the other side of the Island of "Paukan" and came to anchor in 8 fathoms water off the town.

Saturday Feb

As this month has no more days I will begin another Month instead of making a day for this one.

Steam Whaler Belvedere New Bedford "Mass"

Saturday "Mar 1st 1884"
Weather fine. Ship at anchor in [illegible]

Sunday "Mar 2nd"
Weather good. Sent the [illegible] on
shore two men for their [illegible]

Monday "Mar 3rd"
Fine weather and [illegible]
The Port watch came on Board at [illegible]
with [illegible]
[illegible]
[illegible]
[illegible]

Tuesday "Mar 4th"
Fine weather [illegible]
got up steam [illegible]
10 o'clock A.M.

Wednesday "Mar 5th"
[illegible]
[illegible]

Thursday "Mar 6th"
[illegible] weather. Employed in [illegible]
[illegible] Lat 17-2 [illegible]

[illegible]
[illegible]
[illegible]

[illegible]

[illegible] Mar [illegible]

[illegible]

Sunday "Mar 9"

[illegible]
Lat 22=30 North, Long 148=60 E

Monday "Mar 10"

[illegible] Northerly winds, Ship standing to the Eastward Lat Long

[illegible] "Mar 11"

[illegible] East [illegible]
[illegible] Lat 23=06 North, Long, 146=21 East,

Wednesday "Mar 12"

[illegible] winds from the Westward with fair weather, Lat 26=06 North Long, 144.4 [illegible]

[illegible] "13"

[illegible]
Lat 27=2[illegible] North Long [illegible]

[illegible] "Mar 14"

[illegible] and Bow Boats on deck and [illegible] fine weather [illegible]
Lat 27=53 North, Long 14[illegible]

[illegible]

Saturday Mar 15 [illegible]

In the morning a Moderate [illegible] which freshened with squalls and [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Barely room to bring ship [illegible]

No Observation

Sunday Mar 16

Dead Calms, Fine fair [illegible]

Monday Mar 17

Weather fine with light variable winds,

Tuesday Mar 18

[illegible]

Wednesday Mar 19

Fine weather with a strong breeze East-ward, At about 2=30 P.M. [illegible] [illegible] Bow going to Windward quite quick, [illegible] gear was all lashed up on deck [illegible] Boat, However [illegible] without success, They were going [illegible] no chance, Lat 32=37 North, Long [illegible] 13 E.

[illegible]

Thursday Mar 20th
[illegible] [illegible] [illegible] [illegible] Ship [illegible]
Lat 34-50 North, Long [illegible] East

Friday Mar 21st
Breeze fresh from South [illegible] [illegible]
[illegible] Lat 35=36 North Long [illegible] East

Saturday Mar 22nd
[illegible] winds [illegible] [illegible] [illegible]
squally weather [illegible] [illegible] Long [illegible]

Sunday Mar 23
[illegible] [illegible] [illegible] [illegible] [illegible]
a calm and [illegible] [illegible] [illegible] [illegible] from
the Westward. Lat 37-? North Long [illegible] 30 East

Monday Mar 24th
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] and blowing half a gale. Ship
steering N.E. by North 1/2 North

Tuesday Mar 25th
Blowing a gale from South East. [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] and [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
with a heavy Sea running. [illegible] the [illegible]
[illegible] [illegible] and [illegible] the [illegible]
but the [illegible] [illegible] and [illegible] the [illegible]
Barometer very [illegible] at 28.6 [illegible] and
hail squalls.

Bark Belvedere, Smith Master

Wednesday Mar 26th

[illegible] from the North West, [illegible] [illegible] in this Gale, Lat 40.22 Long [illegible]

Thursday Mar 27th

Calm, Work at the Boat [illegible] ship and got all ready for the [illegible] and [illegible] again.

Friday Mar 28th

Strong East winds [illegible] Ship [illegible].
Lat 41-38 N. Long 152-30 East.

Saturday Mar 29th

Gale from the West: Ship [illegible] [illegible]
The ship leaks badly when on the Port tack [illegible] on the tack.
Lat [illegible] North Long. 156.10 East.

Sunday "Mar 30"

Fine weather [illegible] [illegible] Lat [illegible] 38 N. Long. 158.36 E.

Monday Mar 31st

[illegible] but [illegible] gale from the Eastward.
Lat [illegible] North. Long. 160.12 East.

Same Barque [illegible] Smith Master

Tuesday Apr First [illegible]
Moderate Northeast winds, ship by the wind.

Wednesday Apr 2nd
Cloudy light N. East winds, Steering N. by E. ½ E.

Thursday Apr 3rd
Beginning with light S. East winds which steadily increased to a moderate gale from same direction. Ship laying too.

Friday Apr 4th
Strong Southerly [illegible] Lat [illegible] [illegible] sighted [illegible] Point North 30 miles. Got up steam but found [illegible] ahead so we [illegible] the [illegible] again. The [illegible] is at least no better and probably won't get any better.

Saturday Apr 5th
Strong Northerly, Thick snow storms. Ship close hauled. Saw the Barque [illegible] bound North.

Sunday Apr 6th
Weather the same. The New Cook who agreed to cook the rest of the season proves to be a dirty scoundrel, [illegible] the [illegible] for all sorts of dirty purposes, and the [illegible] [illegible] [illegible] [illegible] [illegible] in his place again.

[illegible] Remarks

Monday Apr. 7th 1884.
[illegible] light Southerly winds. Got the Boats off deck onto the Cranes and fitted them for Whaling.

Tuesday Apr. 8th
Calms and light airs. Built a [illegible] [illegible] of [illegible] and raised a whale [illegible]. The [illegible] called it a [illegible] [illegible] but it proved to be a Finback. Put out the Larboard Boat.

Wednesday Apr. 9th
[illegible] [illegible] [illegible]. [illegible] [illegible] [illegible] for Whaling.

Thursday Apr. 10th
[illegible] Steering to the Northward.

Friday April 11th
[illegible] [illegible] [illegible] [illegible] [illegible] also very thin and small.

Saturday Apr. 12th
[illegible] light winds and [illegible] [illegible] [illegible] [illegible]

Steamer Nebraska Bound to Sydney

Sunday April 13th [illegible]

Strong Northeast winds. The Ship off and on the Sea. The heat has increased a good deal the last few days. Ship now making about [illegible] a three [illegible] day.

We are now in the long of 180.00 and as we are working East we have gained the day [illegible] again

Sunday April 13th

Ship [illegible] the Eq. [illegible] winds. [illegible] There is not much to write of [illegible] under the present circumstances.

Monday April 14th

Light Northeast winds, [illegible] the Ship. The [illegible] and have the [illegible] [illegible]

Tuesday Apr 15th

Strong [illegible] Ship under Steam and Sail working South against [illegible]

Wednesday Apr 16th

Still a strong [illegible] [illegible]

Thursday April 17th

[illegible]

Friday April 18th

[illegible]

[illegible]

[illegible]

[illegible]

Sunday "Apr 20"

[illegible]

Monday Apr 21

[illegible]

Tuesday Apr 22

Gale from W.N.W. [illegible] laying to under [illegible] sails.

Friday "April" 23

Wednesday "Apr 23"

[illegible] squally weather. Wind from the westward. [illegible] waiting for better weather to make the [illegible] which is about 70 miles off. "Southeast".

Thursday "Apr 24"

[illegible] bearing E.S.E. about 70 miles off

Friday Apr 25

[illegible] light winds, [illegible] made the land [illegible] looking for [illegible] not the [illegible] looking for the place [illegible] Barometer [illegible]. Two Seaman quarreled in the Forecastle [illegible]

[illegible] [illegible] "[illegible]"

Friday April 25

The [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Fred Hagan and the man who was out was Bill Hill. The same 2 men who were in Irons before for fighting. Captain put Hagan in Irons and [illegible] [illegible] [illegible] [illegible] Boat [illegible] [illegible] [illegible] [illegible] conduct.

Saturday April 26

Heavy South west wind, going back to the "Islands". Hagan still in Irons.

Sunday Apr 27

Bad weather with S. S. East winds. Looking about the same as usual. Pumping by [illegible].

Monday April 28

Stormy rainy weather. No land in sight. Took Hagan's Irons off in the day and [illegible] putting him in at night. The wind died out in the evening about 4 P.M. and we steamed in to the Island again. Sent the 2nd Mate in with the Boat to see how the land lay but he [illegible] the boat [illegible] by the [illegible] and we sent another Boat to pick him up. After getting dry clothes and [illegible] put him in again until he brought a [illegible] [illegible] [illegible] [illegible]. Came to an anchor in [illegible] Harbor about 5 [illegible] P.M. in 10 fathoms of water [illegible] the [illegible] Harbor in the world.

Tuesday April 29th 1884.

Fine bright weather. Ship at anchor in the harbor of "[illegible]". The Carpenter came on board and took a mould of the ship's side to make a Box from which to stop our leak. We heeled the ship over so that by filling water casks on deck and emptying about 20 tons of sand from one side to the other. We got the discharge pipe up within about a foot of the water line, before we [illegible] the Carpenter brought the Box along side about [illegible] time and rigged it with tackle all ready for morning. Kept the ship heeled all night as it is perfectly safe here.

Wednesday "April 30"

Fine bright weather. At work on the leak. Secured the Box in its place and pumped it out, found it answered nicely. Found the "Leak" caused by the discharge pipe being broken off both outside and in. The pipe is of lead and the flange is both corroded away so that the water came in all around it. The diameter of the pipe is about 7 1/2 inches, and it is about 5 ft under water when the ship is on an even keel. We got the pipe out and made a new flange on it and put it back and secured it as well as possible. Got things about ready and having got the box and righted the ship ready for running Water. Ship all right again.

Thursday "April"

Thursday May First [illegible]

Fine day [illegible] it is impossible to [illegible] the direction of the wind in the harbor as it is completely landlocked. Took the ship alongside the Wharf and took in coal and water. And made ship ready for sea.

Friday May 2

Fine light weather. Got up steam at 4.30 A.M. and called all hands to get underway. Started about 6 A.M. and steamed out with a breeze.

Saturday May 3

Fine light airs and good weather. Ship steering N. by E. 2 knots. Employed in stowing down [illegible] and getting things in 2 boats which were put out.

Sunday May 4

Fine light weather. Steam and sail. Steering N.N. West. Saw the Island of Saint Paul bearing Northeast.

Monday May 6

Strong Northwest winds. Head ahead. Got up steam and tried to make something to the North. Gave it up.

Tuesday May 6

Fair weather. Winds light and from the North. Employed in killing [illegible]. Wind came light from the Southeast. Got up steam and steamed about two hours. Then shut off the steam as the breeze increased. Steering N.E. by N. Expect to see Ice tomorrow.

Steam Bark Belvedere, N. B.

Wednesday May 7 188[illegible]

Begins with a fresh breeze from South East with fine weather, Ship steering N. W. by West with all sail set and Worked into Ice.

Lat 59 80 N. Long 178 33 West.

Thursday "May 8"

Weather foggy but wind strong from South. Took the Ice under Steam and sail and worked into the N. W. At 5 P. M. thick fog, stoped steaming and worked along under sail.

Lat 60.03 N. Long 179.22 East.

Friday "May 9"

Fair weather with wind from N. E. Ice packed close although not heavy Ice. Worked along until 10 A. M. then took in sail and lay still. Smashed all the Side Boards on Port side. Broke out the Fore Hold and Stowed aft coal filling the Bunkers Lat 60-03 North, Long 179.22 East.

Saturday "May 10"

Fine light North East winds. Ice [illegible] the [illegible] Ship still in same position.

At 9 A. M. got up steam and went about 6 miles more or less) then lay until noon then went about ½ mile more. Then fixed everything employed in repairing the Ships Bows. (The Ship was damaged last year about the Stem and in Places it was just patched up the usual way of doing jobs in a hurry.) The consequence is we [illegible] it [illegible] the first time we struck it hard.

Lat 60.29 North Long 178.38 East.

Steamer "Belvedere" [illegible] North.

Sunday "May 11" 1914

Fine light weather. Wind [illegible]. Ship fast in the Ice. Shot some seals. Ice [illegible] packed. Lat 60-31 North Long 178-26 East.

"Monday" "May 12"

Fine light weather. Ship steaming to the [illegible]ward. [illegible] while steaming [illegible] better [illegible] not [illegible] a sailing ship and a steamer. [illegible] part of the day a Dead calm with 6 sail in sight all fast in the Ice as we are at this time. Lat 60-[illegible] North. Long 178-[illegible] East.

Tuesday "May 13"

Weather fine with light airs. Ship fast in the Ice. At 8 A.M. got up steam and [illegible] and [illegible] worked along some to the [illegible]. Ice very heavy [illegible] not [illegible] as yesterday. Saw the "Mary [illegible]" ahead and smashed in our [illegible] worse than ever. The Bow is in a bad condition to work [illegible] in heavy Ice. Lat and Long about the same as yesterday.

Wednesday "May 14"

Wind [illegible] [illegible] no chance to work. Ship fast. Employed in putting an [illegible] on [illegible]. Finished about 2 oclock P.M.

Thursday May 15th 1890

Fine weather still fast. Set up steam at 7 a.m. and worked ahead [illegible] [illegible] [illegible] [illegible] stuck fast again. Mary Hume still fast [illegible] [illegible] [illegible] [illegible] a swell [illegible] [illegible] in the Ice.

Lat 60-47 North. Long 178-40 East.

Friday, 16th May.

Wind about the same as usual. Light [illegible] [illegible]. Ship fast in the Ice. Saw [illegible] [illegible] bearing N/2W by compass about 15 miles off. Lat 60-30 North Long 178-[illegible] East.

Saturday May 17th

Fine weather. Ship still fast in the Ice and in sight. Mary Hume also in sight. The Ice shows no signs of opening as yet.

Sunday May 18th

Wind still from the Northward. Ship still fast in the Ice. Mary Hume in sight. Cape Navarin in sight bearing N by East. [illegible] [illegible] [illegible].

Monday May 19th

Wind [illegible] to the East. At 8 a.m. [illegible] steam and worked the ship around heading North. Mary Hume [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the Northward.

Ship Still Stuck Solid

Tuesday "May 20" 1884"

Ship still in the Ice. The weather is fine and wind very light. Land [illegible] close.

Wednesday "May 21"

Thick weather. Got up steam and went about 2 miles. Fast again.

Thursday "May 22"

Fine weather. Calm and light airs from different quarters. Backed out our [illegible] about [illegible], steamed the ship along the Ice a short distance and knocked away our [illegible] forward. Had to stop steaming to repair damages. Saw some good leads but could not take advantage of them.

Lat Long

Friday "May 23rd"

Fine light weather. Ship still fast in the Ice with fine hopes of getting out about the 1st of "July". Saw a [illegible] [illegible] coming up with us. Got up steam and went a mile or two more and stuck again. Saw Cape [illegible] about 80 miles off, bearing about N.E.N. by Compass.

Saturday "May 24"

Thick weather [illegible] light wind from South [illegible]. Saw two ships coming up from the South. Got up steam and steamed about three miles. Fast again.

Sunday "May 25" 1884.
Thick foggy weather, Ship fast in the Ice with very little chance of getting open water as the Ice is very close and heavy.
Weather lighting a little shows clear water to the Eastward.

Monday "May 26"
Still a thick Fog. Still fast in the Ice" Light airs from the Eastward and Calms.

Tuesday "May 27"
Thick Fog. Ship fast untill about 4 P.M. then got up Steam and Steamed about 10 miles about N.N.E and again brought up

Wednesday "May 28"
Fine light Northerly. Steamed nearly all day with frequent stops to repair the Stem which bothers us very much indeed.
At Eleven Oclock P.M. stuck fast again.
Saw the land to the Northwest

Thursday "May 29"
Light winds from the North and Calm. The Ship has been fast in the Ice all day without a motion. There is no clear water in sight from aloft. Land in sight in Lat 61-50 North.

Friday "May 30"
The same. Ship still fast in the Ice. "Navarine"
Saturday and Sunday
May 31st and June 1st
Ice still closely packed. Ship fast, the two Capes still in sight. "Navarine" and "Thadeus"

Fast in the Ice off Cape "Navarine".

Monday "June 2" "1884"

Weather fine. Wind from S.W. Ship in the Ice. Fog very thick at times. Land close by but out of sight. The Fireman returned to duty again. Plenty of leads but the Ships Bow not in condition to take advantage of them.

Tuesday "June 3"

Weather still good. Ship working N.E. under steam. Saw two schooners in the Ice fast. Saw Cape Thaddeus bearing W.N.W. 20 miles. at 1/2 oclock the Ice closed in on us again.

Lat. 62=45. Long. 179=30 West.

Wednesday "June 4"

Weather good. Ship working to the N.E. saw a Steamer fast in the Ice. Called it the "Lucretia". At 8 oclock P.M. again stuck fast.

Thursday "June 5"

Light N.W. winds. Struck a lead about 3 P.M. and Steered N.E. untill midnight. under all sail with Steam.

Friday "June 6"

Thick fog. Worked along untill we saw the Lucretia fast in the Ice. We tied up to a cake of Ice. The weather lighted up a little and we saw Cape Oggan about 20 miles off.

Steamer "Belvedere" Off Cape "Uggan"

Saturday "June 7"

Calm and hot. Ship in the Ice tied up in company with the "Lucretia". Got up steam and started to work into the N. East but gave it up and tied up again.

Sunday "June 8"

Fine light weather. Worked into the [illegible] [illegible] and stopped to repair [illegible] [illegible]

Monday "June 9"

Strong [illegible] Ship tied up [illegible] close by. Saw a Whale spout [illegible] in a small hole but could not [illegible]

Tuesday "June 10"

Fine light weather again. Still in the [illegible] no clear water to be seen. Lucretia close by. Have 2 Seamen sick forward one with [illegible] one with Diarrhea. Mate also sick [illegible]

Wednesday "June 11"

Ship fast in the Ice [illegible] in the [illegible] Got up steam [illegible] and worked into the Ice [illegible] At night worked through into the lead and made [illegible]

Thursday June 12 1884

[illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] Bay [illegible] [illegible] [illegible] [illegible] at 10 A.M and got the [illegible] on board [illegible] [illegible] [illegible] ships doing well, [illegible] [illegible] [illegible] [illegible] Bay. Spoke the J. A. Howland [illegible] [illegible] and learned that she had [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible].

Friday June 13

Thick weather, strong Norther, saw [illegible] [illegible] large number but no Bowheads. [illegible] [illegible]

Lat [illegible].48 Long [illegible].48 West.

[illegible] June 14

[illegible] [illegible].

[illegible] June 15

Raining, [illegible] [illegible] [illegible] [illegible] Ice to the North.

[illegible] June 16

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible]

Tuesday June 17" 1884
"Moderate weather, Wind [illegible], Ship working to the "North" Through the Straits

~~Tuesday June 18"~~
Wednesday June 18"
Fine light Northwest winds, Steering to the North, for Point Hope, Saw the [illegible] [illegible] a large Bear but lost him.

Thursday June 19
Strong winds from South, Ship in clear water plenty of Walrus and plenty [illegible] [illegible] [illegible]

Friday June 20
[illegible] Spoke the bark
"Wanderer" "[illegible]"

Saturday June 21st
Thick bad weather, Ship under short sail with wind from South.

Sunday June 22
Strong Souther, Thick weather, Spoke the bark [illegible] "[illegible]" and got company [illegible] at [illegible]

Monday June 23"
[illegible] Steering among the Ice, Saw about a dozen Walrus, Several sail in sight, Steering [illegible] [illegible] Captain sick.

[illegible] Looking for Walrus"

Tuesday "June 24" 1884

Strong Southeast winds. Following the Ice to the Westward. Ran into a hole and had to carry sail and [illegible] to get out again. [illegible] [illegible] [illegible] and [illegible] [illegible] [illegible] [illegible] [illegible]. After which wind died out to a calm.

Wednesday "June 25"

Thick fog and [illegible] winds with [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Looking for Walrus."

Thursday "June 26"

Wind light from the North. Spoke the Mabel. Saw 2 "Steamers" Ship leaking some forward.

Friday "June 27"

Wind from N. West. Fine looks Cloudy. Spoke the Atlantic There are no Walrus. The few which have got here are to the "Eastward." Steered away for the Straits in company with the Atlantic and eight dozen other barks. Saw the Islands and hauled into the East by the wind to beat back South.

Saturday "June 28"

Fair weather with light North winds. Ship working to the North. Saw Devil Fish.

Sunday "June 29"

Thick fog and light weather. At seven A.M. wind hauled to the North East and the fog cleared away. Saw the "Atlantic"

Monday "June 30"

Light Southwest winds. Fine weather. Spoke the "Helen Mar" and Atlantic. Also the Hunter. Got letters from her. Saw the land on the East Shore in Lat 67 07 North.

"Between Shores, Off Cape Thompson"

Tuesday July "First" 1884"

Strong Southerly. Ship under Short Sail. One Man off duty Sick. Miguel Antone "Boatsteerer". The ship leaks some in strong breeze.

Wednesday, "July 2nd"

Strong westerly winds. Ship under all sail working into the Northeast. Spoke the "Lucretia" Steamer.

Thursday "July 3"

Fine light weather with a South wind. Ship off "Point Hope" ran in within 7 or 8 miles of the point. Ice quite heavy along shore. Looking for the "[illegible]"

Friday "July 4" 1884"

Light weather. Thick fog nearly all day. Saw 12 ships and all gaming but the "Belvidere" we killed a pig and eat it also.

Saturday "July 5"

Calm and fog. Spoke the "[illegible]". Saw several other Ships.

Sunday "July 6"

Light South winds with thick Fog. Ship lying around under short Sail"

Monday "July 7"

Calm with "thick fog"

Tuesday "July 8"

Weather the Same. No change for the better. Several horns within hearing.

Steamer Florence,

Wednesday July 9th 1884

Thick fog, one Man off duty sick, Seaman named "Charlie White" Captain put a seaman in Irons for disrespect "made" of said Seaman "Haines" have had some trouble in that respect with the same man before"

Thursday "July 10"

Thick fog, Spoke the "Alert" who reported the Steamer Hope as being in the Arctic,

Friday July 11

Thick fog with a Salt breeze, Saw several Ships but not the Steamer Hope

Saturday "July 12"

Thick South Fog,

Sunday July 13

Cleared up somewhat, Saw the Steamer "Hope" Steamed up alongside of her to get our "Coal" took out "thirty tons" and also "thirty five" Boxes of "Potatoes," and two of "Onions"
Left her at 10 o'clock A.M, Thick fog and calm,

Monday July 14

Thick fog, Wind South [illegible]

Tuesday "July 15"

Thick fog with wind the same,

[illegible] "Hope"

Wednesday July 16"
Thick fog, spoke the "Rainbow",

Thursday July 17"
Thick fog, Wind the same,

Friday July 18"
Thick fog until 8,00 A.M. then the wind hauled to the South again having been north a few hours. Our Capt. returned and spoke the Jacob A. Howland who had been in collision with the "[illegible] Hope" spoke the "Hope" also and got two tons of "Coal" Then steered in for Point Hope

Saturday July 19"
Thick fog again, bound for "Point Hope"

Sunday July 20"
Thick fog until noon, fog lifted and showed us Point Hope, stretched in and came to an Anchor on the south side in 9 fathoms of Water, Natives on board, We have a sick man to send down in the "Hope" Charles White"

Monday July 21st
Thick fog, Wind from South, Ice came in on us and we took our Anchor and steamed around to the North side of the Point

Tuesday July 22"
Wind again from North, took our Anchor again and steamed round to the South side to clear the "Ice"

Steamer "Belvedere" Left Point Hope

Wednesday "July 23rd"

Fine light north winds. Left the point at noon and stood off shore bound north to get some Coal.

Thursday "July 24th"

Thick fog. Stood into the [illegible] Ice to the south of Cape Lisburne and made the [illegible] working to the North.

Friday "July 25"

Strong winds. Thick fog the part of the day. The Fog cleared about three P.M. Stood into the Ice to the North of Cape Lisburne. Ice very heavy and close and plenty of it. Winds strong light from North. Ship under steam heading in for the "Coal Mine" Lucretia in sight.

Saturday "July 26"

Thick fog. Ship under steam. Worked inside the Coal Mine and Anchored in 6 fathoms of Water. "Steamer" Orca and "Lucretia" also.

Sunday "July 27"

Fine weather. Employed the time getting coal and Water.

Monday "July 28"

Coaling and Watering. Got 45 or 50 tons of coal and 300 barrells of Water.

Tuesday "July 29"

Fine. Got under weigh and steamed to the south. After [illegible] off the [illegible] and filling with fresh water. [illegible] barrels. Anchored near Cape Lisburne in five fathoms of Water. Strong squalls Northerly off the land. [illegible]

"Steamer [illegible], Capt. [illegible]"

Tuesday July 29" "Page 41"

Wednesday "July 30"
Calm with light Northerly airs. Got ship underway at 4 o'clock A.M. and steamed to the Westward. Spoke several Ships.

Thursday July 31."
Thick fog at [illegible]. Steamed to the North. Stopped steaming and made sail to let the "Lucretia" come up with us. Then steamed again in company with her. "Ice not very heavy but packed quite closely."

Friday July or August first 1884
Thick fog at [illegible]. Steamed to the North until about 2 A.M. then lay aback until morning. At 8 o'clock A.M. took in sail again and steamed to the Eastward about an hour. Then took the sail and steamed off and lay up to a cake of Ice. Lat. 69 42. North Long 164 22 West. The Ice quite open to the Southwest but very close every where else.

Saturday "Aug 2"
Thick fog and [illegible] winds from N. East. [illegible] lit up. Lowered the [illegible] for [illegible] and shot a number but saved only [illegible]. [illegible] with the "Lucretia" "3½ Each". Worked into the Northeast again in the Fog about 25 miles then lay up again.

Steamer "Belvedere"

Sunday Aug 3rd

Thick fog with calm. Steamed a short distance to the N.East and tied up again

Monday "Aug 4"

Thick and hazy weather. Steamed into the Ice just north of Cape Lisburne but only got in about 10 miles. Banked the fires and came out again.

Tuesday "Aug 5"

Calm and fine, Working into the "Southeast"

Wednesday "Aug 6"

Fine light Southerly. Stood into the land with clear water off Cape "Beaufort" and anchored in about 4 fathoms of water. Has a Man fireman a sick with "Piles" man named "Stokes"

Thursday "Aug 7"

Fine weather. Got under weigh and steamed along shore about 6 miles north and anchored in 3 fathoms of water. Ship drawing 15½ feet aft. plenty of Ice off shore but none close in shore.

Friday "Aug 8"

Calm. Ship at anchor in three fathoms. Ice quite thick all around but does not trouble us any. The Natives came on board from the south and they report 2 steamers off Icy Cape. One fast in the Ice and the other lost or blown and wrecked. There are 12 or 15 sailing ships south in sight of us but no "Steamers".

12 or 15
Ships

Steamer "Belvedere" "Point Lay"

Saturday "Aug 9" "1884"
Calm as usual. Ship in same place.

Sunday "Aug 10"
Calm as usual. Ship in same place.

Monday "Aug 11"
Calm as usual. Ship in the same place.
At [illegible] got under way and steamed to the south [illegible] ten miles and anchored. At [illegible]
[illegible]
sailing vessels. Lay a tack at night.

Tuesday "Aug 12"
[illegible] working south
again in open water.

Wednesday "Aug 13"
[illegible]

Thursday "Aug 14"
Strong N. East winds. Ship under sail working
to windward. Not clear water seen to [illegible].
Saw several sailing vessels. Lat. 70.50 Lon. 166.14

Friday Aug 15.
Fine light south winds. Ship [illegible]
and [illegible]

Saturday "Aug 16"
[illegible]
[illegible]
[illegible] yet [illegible]
[illegible]
[illegible] at night.

[illegible]

Sunday Aug 17th
Calm, [illegible] Got [illegible] and [illegible] the [illegible] [illegible] from the Fleet.

Monday Aug 18
Light Southwest winds with thick fog [illegible] up, Got [illegible] and [illegible] the Rack, and Lowered boats [illegible] Came on bad weather so laid up [illegible]

Tuesday Aug 19th
Fine light North winds, Got [illegible] 3 [illegible] to the ship and cut him in.

Wednesday Aug 20
Calm and thick fog, Ship [illegible] gallons of water, Boiling.

Thursday Aug 21st
Thick fog, finished boiling [illegible]

Friday Aug 22
Thick [illegible] Came on board [illegible]

[illegible] of the [illegible]

Saturday "Aug 23rd"

Thick fog, ship laying drifting in the fog [illegible] lifted about 8 A. M and found [illegible] surrounded by the pack and no way out, saw the land about [illegible] Point [illegible] [illegible] [illegible] the pack is off shore about a mile and [illegible] [illegible] quick, Natives came aboard [illegible] [illegible] and may jam any minute.

Sunday "Aug 24"

Fine weather, [illegible] the ice [illegible] moved off some and ship got [illegible] and steered South, [illegible] the Steamer [illegible] so turned and steamed North again [illegible] [illegible] [illegible] [illegible] But by [illegible] got [illegible] all right [illegible] [illegible]

[illegible] "Aug 25"

[illegible] So [illegible] we were fast beginning [illegible] [illegible] and anchored in three fathoms of water [illegible] the "Lucretia"

Tuesday "Aug 26"

[illegible] The [illegible] [illegible]

Wednesday "Aug 27" 1884"

[illegible] weather. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] anchorage. There are two sailing vessels [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] at least. [illegible]

Thursday "Aug 28"

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] and cruised along the Pack, "no Whales"

Friday "Aug 29"

[illegible] weather, Ships still [illegible] [illegible] [illegible] their position [illegible] [illegible]

Saturday Aug 30

[illegible] weather [illegible] [illegible] appeared to slack a little [illegible] [illegible] 10 miles [illegible] [illegible] again. [illegible] again in [illegible] with the other ships. The Orca got a whale. [illegible] [illegible] anchorage and came to an anchor again.

Sunday Aug 31"

Weather good but [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible]

Monday Sept. [illegible]
[illegible] no change [illegible]

Tuesday Sept 2d
About the same [illegible] for [illegible] Ice about [illegible] off

Wednesday Sept 3
Dense fog. Wind from [illegible] to [illegible] and back again. No change in the Ice.

Thursday Sept 4
Everything about the same.

Friday Sept 5
[illegible] from [illegible] Wind [illegible] which freshened to a strong breeze. [illegible] Ice came [illegible]

Saturday Sept 6
Fine bright weather. Ice slacked [illegible] off shore and down the coast. [illegible] light to work the ships out into the Lead [illegible] 10 o'clock when we rounded point [illegible] and steered to the south. About [illegible] [illegible] through heavy Ice. and came [illegible] at 5 o'clock P.M. [illegible]

[illegible] [illegible] [illegible]

Sunday Sept 7th 18[illegible]

[illegible] light winds from West, ship [illegible] the Westward some, saw several ships [illegible]

Monday Sept 8th

Light Northeast winds, ship working [illegible] the [illegible] [illegible] [illegible]

Tuesday Sept 9th

Strong Southwesterly winds, ship cruising and working Southward, at night it was moderate with fog,

Wednesday Sept 10th

Wind [illegible] light from East with fog, ship laying around during the fog [illegible]

Thursday Sept 11th

Strong Southeast winds and a very heavy swell, about 30 ships in sight, at night [illegible] [illegible] out [illegible] [illegible] and swell [illegible] Blew in [illegible] off and made some repairs and refilled it and started the fire again, The ships leake some from the [illegible] of the [illegible] getting out of the Sea.

Friday Sept 12th

Strong East wind, ships steering [illegible] [illegible] along the [illegible]. At [illegible] it a [illegible] [illegible] [illegible] [illegible] [illegible] for the [illegible] [illegible] weather is [illegible] for [illegible] the [illegible].
Saw plenty of [illegible] in the [illegible] and [illegible] [illegible]

Steamer "Belvedere" Smith,

Saturday "Sep 13" 1884.
Fair weather. Ship steaming to the West saw several ships cutting and boiling. Stopped too at night under the Ice.

Sunday "Sep 14"
Fair weather in the morning. Lowered our boats for a Whale but a ship struck to leeward of us and we both went for the Pack. Came on board at Eight A.M. shut in a thick fog and we hauled aback.

Monday "Sep 15"
Thick Fog. Lowered for a Whale but did not get a Chance at him. After we Lowered.

Tuesday "Sep 16"
Thick weather. Saw one gallied whale. did not lower for him. Going quick for the Ice. Lat 71.17 Long 163-03 W

Wednesday "Sep 17"
First part fair. Wind light from N.W. Ship under Steam along the Pack. Saw one whale but did not lower. At night banked the fires and made sail.

Thursday "Sep 18"
Dead calm all day. Ship under full head of Steam following a Dead whale brought us to the Point from which we started in the morning. banked my fires at Eight P.M.
Lat 71.38 Long 156-10 West.

Whaler „[illegible]"

Friday Sep 19" 1884

Fine light Northern„ Ship steaming West along the Ice„ Shut off our steam at 2 P.M and proceeded under sail„ At Midnight shortened sail„
Lat 71-08„ Long 165-30„

Saturday Sep 20"

Thick weather with light North wind Fog cleared about 8 A.M and we lowered for a line whale„ A ship struck close by and our chance was gone„ Shut in again thick„ During the fog a whale came up close to the ship„ Lowered but did not see him again Came on board again„ Lowered again for a whale and Starboard Boat struck and lost a whale„ Iron came out„ Came on board Bad luck all around for us today„ Lowered again at 5.30 P.M„ with half a gale blowing for a whale 2 miles off on Weather beam„ 2nd Mate (Randal) carried away the mast and came on board„ Boats did not see the Whale at all„ [illegible] lay aback all night„ strong N.E wind

Sunday Sep 21st

Strong N.West wind„ Saw several whales one rising no more„ Lowered for one about 4 P.M But the whale went into the Ice and the Boats could not get near them„ Came aboard at 7 P.M„
Lat 70„40 Long 167 30

Barque, Hunter

Monday Sep 22" 1884,

Strong Northwest winds. Lowered 2 boats for a Whale off the lee beam 2 miles away, Another one came up close by the ship at the same time. Called all hands and lowered two more boats, 2nd Mate struck, After running and sounding bad the other boats at last got fast, turned him up and got alongside about 3 P.M. and cut him in, and cleared the decks for boiling, Tilden on duty again"

"Tuesday 23"

Fair weather, moderate N. West winds Boiling, Spoke the "Lucretia," and took two men belonging to the wrecked bark Mabel, the Mate and cook, saw but one whale today, Did not lower.

Wednesday "Sep 24"

Fine light N. East winds, Lowered at daylight for a gallied whale, no chance came on board about 10 A.M. Boiling.

Thursday "Sep 26"

Blowing strong from N. East, stowed down one oil, finished boiling, Took in one fender from the Bow, Are making fast, no whales.

Friday "Sep 26"

Blowing a strong N. East gale, Ship Reeled up and rolls quite badly, Saw 20 Sail,

Str "Balaena"

Saturday "September 27" 1884
Strong Northeast winds heavy sea on, Lowered our boats twice for whales but they were gallied whales and there is no chance whaling, Boats and men badly beat up. Lat 70,16 Long 170 00, West.

Sunday "Sep 28"
Gale from N.East, New Ice making fast. There is now and then a gallied whale going quick to the N.E. but we seldom see him more than once. New Ice everywhere

Monday "Sept 29"
Weather the same, Lowered for a whale with 3 boats but it is impossible to get near a Bowhead in this new Ice as the boats make too much noise, Richards a boatsteerer is off duty "sick"

Tuesday "Sept 30"
Gale from Northeast, Three or Four sail in sight, The fleet are to the North East, no ships and no whales,

Sh. [illegible], Herald Shoal,

Wednesday Sep 31st
Oct First 1884,

Gale from Northeast, close reefed topsails off and on outside the new Ice, Saw two ships and one whale, Too bad weather to lower Boats. Ther at 10 above zero

Thursday Oct 2nd

Gale from North East — [illegible]

[illegible]

Lat. 70=05 Long. 170=34,

Friday Oct 3rd

Fair weather for the season, [illegible] [illegible] [illegible] well night are the whale and [illegible] [illegible] [illegible] [illegible] out and lost the Whale,

Saturday Oct 4th

Fine Whaling weather, Saw no [illegible] [illegible] Saw 20 ships [illegible]

Lat. 70.06 Long. 169=13,

Sunday Oct 5th

[illegible] Ships close to the Pack Ice, 20 ships in sight [illegible] whale struck, Wind hauled from [illegible]

Monday Oct 6th [illegible]

[illegible] of Whaling we are doing. While chasing gallied whales we loose many chances for killing one. [illegible]

Tuesday "Oct 7"

[illegible]

Wednesday Oct 8

Fine weather. [illegible]

Thursday Oct 9

Strong N. East winds. [illegible]

Lat. 70.10 Long. 168-10 West

Friday Oct 10

Strong [illegible]

Lat. 70.10 Long. 16[illegible]

Saturday Oct 11 1884.

Wind from Northward, [illegible] at 7 A.M. [illegible] [illegible] [illegible] [illegible] at 7 P.M. [illegible] after the [illegible] Islands.

Sunday Oct 12

Strong N. Wester. Heading S.S.E. under [illegible] sail. Saw the Land at the [illegible] [illegible] Lat sixty eight and forty. saw several whales Ahead south.

Monday Oct 13"

Strong Northern. [illegible] [illegible] at [illegible] [illegible] [illegible] [illegible] of Cape Prince of Wales it [illegible] [illegible] out of our course. Hauled to the [illegible] [illegible] south. steered S.S.West to go to the [illegible] of St Lawrence Island. [illegible] and luffed too. Thick and [illegible] [illegible]

Tuesday Oct 14"

Strong Northern. At 12 oclock kept away [illegible] [illegible] S.S. West. [illegible] [illegible] [illegible] [illegible]

Wednesday Oct 15 1884

Strong wind under steaming S by E 1/2 East. [illegible] of [illegible] [illegible] 120 miles by the log from St Lawrence Island. [illegible] St Matthews Island should be in sight by the evening but we do not see it and [illegible] [illegible] from South West.

Thursday Oct 16"

Strong S.W. winds. Ship hove too until daylight on Stbd tack, tacked ship at and raised the land at 11-30 A.M and find the ship again out of the reckoning full fifty miles. Shortened sail to [illegible] Sail and Topsails.

Friday Oct 17"

Gale from S. East. Ship under short sail. no sail in sight at daylight. the Quarter Master sick (Wilson).

Saturday Oct 18"

Strong Northerly. Steering S. S. East until 12.30 A.M. Steered S. by E. until seven A.M. then steered south a while, and at 10 A.M steering South by West. Ship leaking as bad as ever, pumps with steam only four times. Have to keep 35 lbs of steam all the time.

[illegible] 1884

Sunday Oct 19 1884

Strong Northerly [illegible] steering South by East after the One hundred and Seventy [illegible] passage through the Fox Islands.

Monday "Oct 20"

[illegible] [illegible] 4 [illegible] till [illegible] and [illegible] [illegible] saw the Island on [illegible] and passed through the 172 passage [illegible] [illegible] yard and sail. Saw one ship. [illegible] [illegible] and a gale.

Tuesday Oct 21st

Moderate Northeast winds. Steering [illegible] Breaking Bone. Saw one sail.
Lat 50=39. Long 1[illegible]=58

Wednesday Oct 22

Fine light Northeast winds. Breaking Bone
Breaking Bone.
Saw two sails. Lat 49=[illegible] Long 163=04

Thursday Oct 23

Strong South East winds. [illegible] [illegible] [illegible] the [illegible] [illegible]. Lat [illegible] Long 160,22

Friday Oct 24 1884

South winds and fine weather generally. Steering E.by.S.1/2.S.

Lat 49=17, Long 157=06

Saturday Oct 25

Strong & stormy weather [illegible]

Lat 48=28 Long [illegible]

Sunday Oct 26

Strong S.W. and Northwest winds [illegible] hauled out to a calm with heavy swells. [illegible] stopped.

Lat 46=57 Long [illegible]

Monday Oct 27

Strong South East winds, [illegible] close hauled on the starboard tack, [illegible] washing [illegible] and cleaning ship.

Lat 46=18 Long 147=00

Tuesday Oct 28

Fine light Northerly winds, steering E.by.South. Cleaning [illegible]

Lat [illegible] Long [illegible]

Wednesday Oct 29

Strong Southerly, [illegible] E.by.South [illegible] winds with [illegible] weather, [illegible] hauled [illegible] to the [illegible]

Lat [illegible] Long [illegible]

Thursday Oct 30

[illegible] generally. Steering E.by.S.1/2.S.

Lat 42=34 Long [illegible]

[illegible] Boston.

Friday Oct 31st 1884.

Light North West wind which at 9 A.M. hauled to the South [illegible] and [illegible] which weighed 5,200 pounds. [illegible] a large [illegible] [illegible]

Lat [illegible] 10, Long. 13[illegible] 10.

Saturday Nov 1st 1884.

Light Northeast winds [illegible] out and [illegible] [illegible] from the blanket. [illegible]

Lat 37-38 Long 127-44

Sunday Nov 2nd

Head winds. The [illegible] cleaning.

Lat 37-56, Long 124-[illegible]

Monday Nov 3rd.

Fair light North west winds. Ship [illegible] [illegible], arrived at anchor in San Francisco at 11-30 A.M. and finished the voyage, crew nearly all ashore and watch [illegible] on board.

[illegible]

[illegible] Officer

Whale Oil Stowed June 18" 1884. In Bering Strait

Striker" No Bone"

347
227
322
200
370
355
178
320

Whale Oil Stowed Aug 22" 1884
In the "Arctic Ocean"

355
324
360
334
343
365
133
153
362
360
399

Whale Oil Stowed Sep 25 1884
In the "Arctic Ocean"

316
315
344
334
335
342
367
378
295

The Whole amount of Bone taken" 3,208 Pounds

Thos. F. McLean

Belvedere. Smith. Bounds for the Arctic 188

1885

March 5th. Left Honolulu.

" 29th. passed through the 172 passage. under
Steam and sail. wind from S.W. to S.
put up Crows nest.

" 30th. Wind East. Steered N.W. by N. Sent down
Foggy. Fore topgallant yards.

" 31st. Gale from the North.

April 1st. Very Cold.

2 Sails. 2d. " "

3d. Calm.

" 4th. Fresh breeze from the N.E. Steered N.W. by
one Sail. N. Come to Scattering Ice.
Lat 58.11 N. Long 180.00 Meridian
Ice. Weather Very Cold. Ship well Iced up.

Sunday April 5th This day fresh breeze from the
N.E. Stood to the North until 4 P.m. wore
Ice. Ship to the Eastward. Considerable Scattering
Ice about. freezing Weather.
Lat 58.47 N. Long 177.43 E.

Monday April 6th. Wind blowing fresh from
the N.E at 12 M. wore ship. heading
N.W. by N. Very Cold Weather. No Ice around
Ice Except on the Ship. plenty of it there
and makeing fast.
Lat 58.15. N. Long 177.55. E.

Belvedere. Cruise In the Behring's Sea In 1885.

Tuesday April 7th. Still a fresh breeze from the North of the wind. working North. under Storm Sail. at dark saw large patches of Ice to the N. round to the S.W. Weather getting a little better. but very Cold yet. Salt all over the Ship up as high as Crows nest. rough Weather & Cold. No Obs. Watches Employed knocking Ice off the Ship.

April 8th. This day wind moderating all day. Ship working to the North all day. through light Ice. at 7 P.m. nearly Calm. Got lots of Ice off the Ship.
Lat by Obs 58°32' N. Long 178°27' E.

1st Seal.

9th. Fine Weather. at Six A.M. got up Steam. Tube gave out. took three hours to fix it and Started again. another tube gave out. took three hours to fix it. and Started again. at 7 P.m. Stopped for the night. plenty of open Water. Last season. it was Steam work all the time. this season the Boiler has commenced to plague us.

to day passed lots of Ice.

April 10th. Fresh Breeze from the N.E. Working to the North all day under Steam and Sail. found very long Leads. at 5 P.m. blowing a Gale. Come to Close Ice. went into it a short distance. Quite a heavy Swell. Ship pounded so hard. wore around. heading S.E. under. Fore topmast Staysail. Main Staysail. and Close Mizzen. Ship Quite Easy on this tack. Lat by Obs 58°44' N.
Long 177°18' E.

Lat at 5 pm. 60°20' N.
2. Seals.

Belvedere. Smith. In Behrings Sea. In 1885.

N.E. Gale

April 11th. This day blowing a Gale from the N.N.E, after drifting through the Ice all night. at 5 A.M. Kept off to the Southward. before the Gale making 8 Miles per hour under bare poles. run 2 hours and hove too under Storm sails. Some Ice around. Lat, 59.37 N. Long 177.26 E.

April 12th This day fine weather. in the morning light breeze from the N.N.E. plenty of Clear water around. Made sail working to the North again. at 8 A.M Calm. took in Square sails. and Steamed to the North through light Ice. at Sundown Come to heavy Ice. and laid for the night.

Saw Seals

April 13th This day pleasant. Ice slack around us. Steamed to Eastward to get into a lead as we thought. but it proved to be a large hole froze over. Could not work through it. So hove too. wind East. high Barom! Clear sky. and a heavy swell. Lat 60.15 N. Long 178.11 E.

2 Seals

[illegible]

April 14th This day blowing a heavy N.E. Gale. Ship fast to the Ice on the weather side. and lying very Easy. until 2 O'clock P.M. Snowing thick and heavy. wind moderating. Ice all breaking up. hauled in fasts. and Steamed to windward. for a drift. wind shifted to E.S.E. Still Snowing. and a heavy swell. Middle & latter part. lying on different tacks trying to keep in light Ice. Snowing thick all the time. wet damp snow. and a very heavy Swell. No Obs.

Belvedere Smith In Behrings Sea In 1885

Thick weather

April 15th Begins with a light breeze from the S.E. with Snow & thick Fogg. and a very heavy Swell heaving in from the S.E. Ship rolling heavy. lying on different tacks. in light Ice. to keep the Ship from getting knocked to peices. Middle part light variable winds. latter part wind S.W. put into the Ice. under Steam & Sail. Not a bit of water in sight. at 12 M Ice began to slack, wind breezing on. Lat by Obs 60°.43 N. Long 177.28 E.

Grampuses & Seals

April 16th This day begins with a fresh breeze from the S.W. took in Square Sails, and worked under Staysails. plenty of Clear water until 5 P.M. then went into thick Ice again. began to moderate. set Fore topsails. jib. and let her work herself along. at Sundown moderating. Clear weather. Ice heavy. since noon have come about 40 Miles. Middle part forging through heavy Ice. latter part Ice slack. worked some distance through Ice under Sail. at 12 M. come to Close Ice again. Lat 61 34 N. Long 176.55 E.

At Sundown see 6 or more Bowheads.

April 17th Commences with a S.E. wind, and increasing. Snowing. Come to by heavy Ice. and Stopped. heavy Swell. middle part. Snow Squalls Ship thumping the Ice very heavy. Still a heavy Swell. latter part. Ice slacked. Steamed about 8 Miles N.N.E. Stopped. Ice Close & heavy. two Sails in sight to the S.E. one of them a Steamer.

Belvedere Smith In Behrings Sea In 1885

At Sundown See Several Bow heads, Lat 61.39. N. Lon 177.04 E.

April 18th This day S.E. winds light and some snow, lying still in the Ice, all Sails furled, 3 Ships insight to the Southward, one of them a Steamer.

Note, the first Whales seen at Sundown.
Lat 61-39 N, Long 177.04 E,
Some Seal about & Grampuses,
Middle part Ice slack, at Sunrise see the Land from N. to N.E. steamed to the Eastward about 6 Miles. Made fast to a heavy peice of Ice. See Whales & plenty of Seal.

Got two Seals See Whales

April 19th Fine Weather, Ship made fast to a peice of Ice. See quite a number of Whales, went after them with Guns, but a little to late. two Ships insight to the Eastward, Land insight to the North dist 35 Miles, Middle & Latter part pleasant, light breeze from the North. See quite a number of Whales. shot on in the night. did not get him.

Whales, Seals, Grampus & Seal

April 20th Pleasant. See quite a number of Whales 5 in one small hole. lowered two Boats, in hopes to get one. Shot one with a darting Gun. did not get him, bent old Sails, Ice quite open to day. Land plain insight one Steamer. Lat 61,,50 N, Long 176,,48 E, Middle part Ice very Close. Latter part slacked, Started to go N.E. but see two Steamers Coming. waited.

Cape Navarin N.W.by N. 25 Miles.

April 21st. Comes in with light N.West winds. Balena Steamed up and spoke us two more Steamers insight Comeing. Middle part pleasant latter part Ice slack. Started in towards the Land under Steam. in Company with the Orca & Balena. Orca broke the way. a big help to us. Lucretia Comeing.

Come about 50 miles to day

April 22d. Fine pleasant weather Steamed until Sundown. plenty of water. Come through one hard place. at dark Navarin. N.N.W. 20 Miles. Balena & Orca Close to. Stopped for the night.

Orca broke propeller.

April 23d. This day N.West wind. Ice close and heavy. worked through it and found plenty of water. Steamed and Sailed a long ways to the N.E. Navarine dist 25 Miles.

April 24th. This day wind from N.W. to N. Ice close and heavy. Steamed about 1 Mile. and Stopped. Navarin N.N.W. 25 Miles.

April 25th. Comes in with light Northerly winds. at 6 P.M. worked about 3 Miles to the North. Ice close and heavy. at 10 P.M. Stopped.

" 26th. This day light northerly winds. lying still in the Ice. See another Steamer to the South Comeing up. Ice close & heavy. Navarin N.W.by N¼N. dist 22 Miles. Quite a heavy swell.

Belvedere. Smith. In Behrings Sea In 1885.

April 27th. This day very pleasant light breeze from the North. at 4 oclock in the morning. Started under steam. to the North. through heavy Ice. then came to light Ice and clear. at 1 oclock P.m. Stopped. tube to the Boiler gave out, Screw propeller gone both Blades broke off. Stopped to put on another. Narwhal & Balena. in company. Belvedere to the North of the fleet. Employed. filling Salt water. for Balast, at Sundown Navarin. N.W by N. 16 Miles.

" 28th. This day fresh breeze from the N.N.E. lying Still in the Ice. See another Ship to the S.W. Call it the ~~Faster~~ Thrasher. Ship drifting to the S.W.

29th. This day fresh breeze from the N.N.E. Still in the Ice at ~~til~~ 7 P.m. Ice Slacked. Steamed to the North about 2½ Miles. dark. Stopped. another Steamer. to the S.E. Call it the Lucretia.

30th. This day light N.E winds. Ice Slacked a little. Not Enough to Start. heavy Ice to the North of us. Navarin N.W. ½ W. 15 Miles. Note. two of the Boiler Tubes. have given out.

quite a number of Seal (swimming) Plenty of Steamers " in sight.

May 1st. This day. blowing fresh from the N.E &. Snowing. lying Still.

Cape Navarin - from W by N. to N.W.

May 2d. This day Comes in with Strong N.E. winds. Ice quite Slack. all the Steamers Started. Made about E by N. Course. Steamed about 8 Miles. at 5 P.m. Stopped. Ice. Close and heavy. No chance to get along. Navarin W by N ½ N, 18 Miles.

hard work to get to the North N.E. winds, S.W. current
([illegible])

3d. This day Commences fine pleasant, warm. at 2 P.m. Ice began to Slack. Steamed to the North about 6 Miles. wind blowing on from the N.E. and Snowing. at 5 P.m. Stopped Steaming. made fast to two heavy pieces of Ice so as not drift to much. the three Russ Steamers bearing E.S.E. Navarin 20 Miles. N.W by W. blowing on all the time, latter part of the night blowing very heavy.

May The heaviest and strongest wind I ever experienced. Except in Hurricane.

4th. This day blowing a fearful Gale from the N.E. and a Smothering Snow Storm. Men busy all the time taking care of the Ship. Ice fasts breaking away. Rudder Chain parted. fixed it again. and lashed the bight of a Hawser on to the Rudder. and took Each End to the windlass and hove taut with Steam. at 2 P.m. blowed the Ship right down on her Side. and there She Stopped. and trembled. at 5 P.m. began to moderate a little. Barom. 29. Mate froze Fingers. one of the men his Ears. during the night Strong breeze and Snowing.

Belvedere. Smith. In Behrings Sea, In 1885.

during the blow drifted to S.W. Land N.E. Repaired Rudder Chain

May 5th This day blowing fresh again from the N.E. Cleared up some. See Water to the E.S.E. the three Frisco Steamers. Steamers to the Eastward a short distance. Ice about the Ship Close & heavy. See a hole to the Eastward. Cant get to it distant 6 Miles. at 6 P.M. wind still fresh. Ice close and heavy. during the night thick snow storm.

See Land. N by E, dist 35 Miles, 3 Ships Lucretia, 2 whalers East, Frisco Steamers in sight South.

" 6th This day at 6 A.M began to Clear up. wind light. See water to the Eastward. got up Steam. and worked through heavy Ice into it. and kept on to the Eastward, in Clear water until 3 o'clock. P.M. Spoke the Lucretia wind blowing on again from N.E. Ice looking Close & heavy. hove to for the night in Clear water. during the night blowing fresh & Snowing. from the N.E. Baromt falling.

Barom 29 4/10

May 7th This day blowing fresh. from the N.E. and Snowing. Ship in Clear water with scattering Ice about, on oposite, tacks under Foretopmast Staysail and Close Mizzen. Lucretia near. (Oh what a life to live. a Man is a fool to Endure these hardships)

Stm Belvedere. Smith. Bound for the Arctic In

May Whales 8th This day comes in with N.E. winds. Made a Start for the Eastern Route. Saw Whales. Lucretia got one, Started again see more. Thrasher in company. all lowered. Lucretia got another. so gave up the Eastern Route.

" Whales 9th This day. pleasant. More Whales around. Thrasher got one. Belvedere none of Course. two sailing Ships in sight. we are Cruising around in this Hole for Whales. as the Ice is closely packed and heavy. and we cant get to the North.

" Whales 10th This day light N.E. winds. Cruising back & forth in open water for Whale. see two. lowered got none. Spoke Bark Mary. another sail in the Ice. Thrasher got a Whale.

Bound around to the Eastward. Navarin N.E. by E. 45 miles.

11th This day Comes in with N.E. winds & a thick Snow Storm. Started in Company with Thrasher & Lucretia to the Eastward. Steamed with Sail set all day and all night. first to the S. then to the East. found Considerable Water.

Belvedere Smith. Bound for the Arctic In

working to the Eastward. Nasty weather.

May 12th This day Comes in with a N.E. Gale and thick Snow. working to the Eastward. with Steam. and fore & aft Sails. plenty Water. light Ice. but a Gale. and thick weather. Cant do Much. Thrasher in Company. Lucretia not insight.

" 13th This day N.E. gale. thick Snow Storm. working East. through Ice. Lower topsails set. and stay sails. thrasher in company.

" ~~14th This day N.E. Gale. both ships doing the Same as the 13th Carrying Sail hard to hold on.~~

" 14th This day quite moderate. Cleared up some. plenty of open Water to the North. Steamed N by E. as fast as possible. both ships. at 10 P.M. thick weather. stopped 6 hours.

" 15th This day Comes in with Moderate winds from the North. at 4 oclock A.M. Started again to the North. thick weather but plenty of open Water. Steamed until 10 at night. and Came to the solid pack. tied up for the night.

Thick weather all the time.

Belvedere Smith Bound for the Arctic In 1885.

May 16th This day. wind to the North. Cleared up some. Started to the Eastward along the Pack. kept us going to the Southward. Made sail. and see the thrasher Coming. hove too. went onboard. Concluded to work to the westward again. Steamed back to the Pack. and the Ice was opening fast to the North. letting us go about N.N.E. under Slow Bell & fore & aft Sails. at 10 P.m. Came to the Pack. and made fast for the night very high heavy Ice.

Ice opening fast. Good luck all opened in a few hours.

May 17th This day. blowing fresh from the North. thick & Snowing. fast to the Ice waiting for better weather. bad weather all the time. Thrasher in Company.

" 18th. This day a little more moderate. and more Clear. Started again under Steam to the westward. found the Ice more Slack. and open as we went along. at 11 A.m. got out into open Water. and worked into the N.W. & North. weather getting better.

" 19th This day. Clear. wind E. and moderate. Steaming with all sail set. to the N.N.E. at 8 A.m. See Land to the North. at 4 P.m. hove too off Plover Bay Natives Came onboard. and reported no Whales had gone by yet. Belvedere the first Ship here. Shipped two Natives for the Season. at 10 P.m. left. working towards Indian Point. thick weather and fresh Breeze. under Sail. Made the distance of 175 Miles. Steam & Sail.

Got to Plover Bay; the first Ship here. No Whales yet.

Belvedere. Smith. In Behrings Straits. In 1885

at 5 P.m. Sounded 15 Fathoms Water,

Topsails & Stay Sails set. Fogg

May 20th This day thick Fogg. wind East. true. Ship by the wind under Sail. on the Northern tack. Most of the day. See Land to the N.W. at 5 P.M. Sounded. got 15 Fths Water. about 12 Miles from Indian point. See some Scattering Ice. Thrasher in Company.

See quite a number of Walrus.

Fogg

" 21st This day wind East. thick and snowing. Stood to the North. until 8 A.m. Came to a solid Pack. tacked Ship. and stood towards St Lawrence Isl. at 3 o'clock. fogg lifted. See the Isl. to the S.E. about Calm. Steamed under slow Bell until 12 o'clock. then thick Fogg. Stopped the rest of the night. Lat at noon 64.26 N. =

" 22d This day thick Fogg. wind N.W. and moderate. at 9 A.m. Started for Indian point again. Steaming through Ice all day. during the night heading W.S.W. under Sail.

Indian Point W.S.W. 3 Miles

" 23d This day Thick & Snowing. wind N.W. and light. Steaming under slow bell. fore and aft sails set to the W.N.W. at 5 P.m. had a light up. See Indian Point. W.S.W. dist 3 Miles. plenty of Ice to the North. Stood up to it. and laid aback.

no Whales yet

May 24th This day light breeze from the S.W. Steamed to the Eastward along the Ice pack. the Pack Close & heavy, and making from the West shore to the E.N.E. some Scattering Ice. and a number of Devil Fish around. no Bowheads yet, Narwhal & Balena in Company. at 7 P.M. wind West. Clear Water. during the night worked to the Southward.

no Whales yet,

" 25th This day wind S.W. Steaming towards Indian Point. Narwhal. Balena. Thrasher insight all going the same, at 7 P.M. anchored at Indian Point. Stopped 5 hours.

" 26th This day Calm. drifting to the N.E. with the Current.

" 27th This day Calm. Steamed under slow Bell to the South along the land as far as Marcus Bay. wind Come from the S.W. Made sail. run back as far as Indian Point, and luffed by the wind to the S.E. heard that the Narwhal had seen a Whale at Plover Bay. Alliance. Mc Kena. at Indian Point.

" 28th This day wind S.W. Stood to the Eastward. towards St Lawrence Isl. Come back to Indian Point, and kept off to the North along the Ice 12 or 15 Miles. Saw a devil Fish. luffed to the wind. Come in Foggy during the night off and on the Ice.

Belvedere. Smith. in Behrings Straits 1885.

Anchored
14 Fathoms
See one Steamer.

May 29th This day light breeze from S.W. to South.
by the wind on opposite tacks. Foggy about
all day. See Indian Point. bearing S.W. 10 Miles
dist. at 7 P.m. Sounded. 14 Fathoms Water.
Anchored. during the night thick Fogg
& Snow.

Anchored off
Indian point
two Sailing Vessels
here
thick Snow
storm all day.

30th This day wind from S.S.W. to S.S.E. thick and
Snowing all day. Still anchored. See two
Sailing Vessels have arrived. Indian point
S.W. by S. dist 7 Miles. during the night fresh
breeze. thick and Snowing.

Kanaka. died.
thick Snowstorm
all day.

31st This day wind baffling from S. to N. at 5
A.m. got underweigh and cruised about
on different tacks. thick and Snowing
all day. See two Sails. at 2 P.m. Jim Kanaka,
a Native of Ascension Isl. died. of quick
Consumption. at 6 P.m. burried him.
during the night Cleared up some. wind
Shifted from N. to W.N.W. blowing fresh
Ship on the Northern tack.

Working up
into the
Straits.

June 1st This day. blowing heavy from W. to S.W.
working to the North under Easy Sail along
the Ice. at 8 P.m. South Head. North 15 Miles.
Considerable Ice. here. but plenty of Clear
Water. during the night. Moderate. Clear
weather. smooth water. Set Royals. and
got as far as, North Head. St Lawrence Bay
but 20 Miles off shore of it, as near as we could
get; on account of Ice. all full of Ice as
far as East Cape. on that shore. fine
broken Ice. see a ship to the North.

Belvedere Smith in Behrings Straits 1885

the Straits all clear of Ice. Two Steamers here. No Whales. Foggy.

June 2d This day Commences by Clear and pleasant. See the Land all about here, both Sides of the Straits. and the Diomedes Isl also. Spoke the Sea Breeze. Capt Baker Came onboard a few minutes at 7 A.M. began to breeze up from the Southward. at 8 A.M. fresh breeze and a thick Fogg. by the wind on opposite tacks. Strong Northerly Current. during the night fresh breeze. Fogg. Snow & Hail. by the wind on different tacks. carrying Sail quite hard to hold on.

" Seen one Sailing Ship, a number of Devil Fish. Foggy all day.

3d This day. thick Fogg wind from W.S.W. to S. on the Southern tack most of the day. fresh Breeze and a heavy Sea. about all Sail set. at 6 P.M. Moderated. wind shifted to the S.S.E tacked Ship. set all Sail. and Steaming by the wind heading S.W.½W. thick Fogg. and a head Sea. at 8 P.M. wind hauled. Steered S.W. by S.½S. breezed up. stopped steaming. at 3 A.M. fresh breeze. Fogg. Snow & Hail. luffed to the wind aback. heading South. Sounded. 18 Fathoms Water.

" Foggy. Snow & Hail. two Ships in sight. St. Lawrence Isl.

4th This day. Fogg. Snow & Hail. by the wind on opposite tacks. at 3 P.M. lighted up a little. See two Sails. Ohio. & Sea breeze. St. Lawrence. S.E.½S. by Compass. 20 Miles. Set Royals and Steered W by S. towards Indian point. Steaming under Slow Bell. thick Fogg. bad weather all the time.

Belveder. Smith. in Behrings Straits. In 1885.

Fogg.

June 5th This day wind N.E. Fogg. Snow & Hail. and Rain, on different tacks. under easy sail. Spoke the Atlantic. got Letters.

" Gazelle lost " Fogg

6th This day Commences with N.E. winds. thick Fogg. Snow & Rain going around, looking for Whales. Lying aback. off Marcus Bay. no Whales seen yet. at 3 P.m. Cleared up. Stood to the Eastward. Spoke the Arnolda. took Four Shipwrecked Men from him. Reported Gazelle. Stove by Ice on the South Side of St Lawrence Isl. during the night thick Fogg.

" Fogg.

7th This day light variable winds. thick Fogg and Snowing until 3 P.m. then Cleared up Some. plenty of Ships insight. Spoke the Mary & Susan. got Letters. during the thick Fogg Lying aback.

Some Fogg.

8th This day light variable winds, quite Clear. for a wonder. plenty of Ships around. but no Whales yet. begin to think they have gone by. during the night Foggy.

thick Fogg.

9th This day good breeze from the S.W. by the wind on opposite tacks. thick dense Fogg all day. during the night thick. thick Fogg.

Belvedere Smith In Behrings Straits, 1885

June 10th This day. thick Fogg. at 5 P.m. Cleared a little. Steered North. See two Ships, during the night headed to the North. See South Head.

Fogg

" 11th This day quite Clear. wind N.E & E. and light. Stopped at South Head. 2 Canoes Came off. with nothing. to much Ice for the Native to come through, See a Schooner working up. to night working towards the Diomedes Isl. during the night Raing.

12th This day. good breeze from the E.S.E by the wind. to the N.E. Diomedes N.W.E. 12 Miles. See a Bowhead. lowered all the Boats. without Success. Whale going quick to the North, during the night Raing. See a Ship,

Whale 1 Ton.

" 13th This day commences Raing. See a Whale. lowered all the Boats. Mate said he got most on to a Bowhead. the other Boats said they See Devil Fish. afternoon very pleasant. Spoke Ohio. bound South. See the Narwhal. Boats down. Alliance here and a Schooner. also another Sail insight. East Head N.W.by W. 12 Miles, during the night light airs. Stood in under East Cape.

Whale

June 14th This day light airs from the N.W. working from East Cape towards North Head. along the Ice. under Sail. See one Steamer, two Schooners & two Sailing Vessels. all under East Cape. at 6 P.m. Wore ship. to the North. about Calm.

See nothing 1 day

Anchored.

June 15th This day Calm. Steamed back to East Cape. Anchored 24 Fathoms. during the night Fogg. & Calm. Natives onboard. Narwhal came back and anchored.

Anchored "

16th Calm still anchored. all the Boats in shore. Cruiseing for Whales. amongst the Ice. at 10 P.M. all onboard. See Whales, not sure what kind, natives onboard. Narwhal still here. during the the night Clear and Calm. Several Ships insight.

" Anchored .

" 17th This day. Comes in Fogg. and light S.E winds. and a strong N.E. Current. Ice. Come foul of us had to move. Sent Four Boats into the Land to look for Whales. at Eight 30 had not returned. Narwhal Close by. Middle part. thick Fogg. Boat not returned.

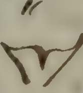
Anchored. looking for Boats.

18th This day. Strong breeze. and Fogg. once in a while can see quite a distance. at 2 P.m. see all Four Boats comeing. took the Anchor and got two hoisted up. Come in Fogg again. Started to get the other two but could not find them. Stood in to the Ice looking for them, Anchored in 27 Fathoms of Water. blowing the Steam Whistle evey three minutes. and Fogg Horn. Mate & third Mate onboard.

June 19th This day. Thick Fogg. Two Boats not onboard yet.

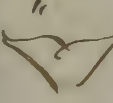
" 20th This day Commence Fogg. took the Anchor plenty of Ice. Comeing foul of us. at 2 P.m, Fogg lifted. Steamed into the Ice. got the other two Boats onboard, and steamed to the North along the Ground Ice. and made fast to it. see Whales got two.

" 21st This day strong Breeze. & Fogg. got another Whale.



" 22d This day. light Breeze. & Fogg.

" 23d This day. light Breeze. & Fogg. got a Large Whale.



" 24th This day. Raing. fresh Breeze, and variable. all the steamers here. and two sailing ships.

" 25th This day. thick & Raing. Steamed to the North, and then came back. Made fast to the Ice. see no Whales to day. busy boiling lying to the North End of East Cape. several sailing ships. insight Raing Weather.

" 26th This day. blowing fresh. thick and Raing. fast to the Ice. boiling, and stowing down trying to get the decks cleared up some.

Belvedere Smith In Behring Straits In 1885.

June 27th This day. blowing fresh. from the South. thick Fogg. & Raining. Steamed to the South. Made fast to the Ground Ice. had to leave. to rugged. ground Ice all left the Land. Steamed in to the Land and anchored. thick and Raining. boiling and stowing down. during the Night. wind breezed up from the North. Ice came afoul of us. got underweigh.

Anchored
Fogg

" 28th. This day. blowing fresh from the North. and very rugged. by the wind on opposite tacks under lower topsails. at 8 P.M. Came to anchor under East Cape. South side. Still blowing fresh. boiling and stowing down. during the night blowing heavy. See several ships. going to the Southward. towards St Lawrence Bay. during the night blowing heavy.

Anchored at East Cape
Fogg

" 29th This day Still blowing heavy from the North. Anchored. Coopering and stowing down Oil during the night finished. took Anchor. went out into the Straits Cruising.

Fogg

" 30th This day pleasant. Cruising in the Straits. between Diomede. & East Cape. See a Whale. lowered 5 Boats. Whale going quick to the N.E. during the night Calm.

Fogg

Belvedere in the Arctic In 1885

July Foggy 1st This day Northerly winds working to the North under Sail. Watches Employed scraping Bone have got a nice lot of Bone. Several Sailing Vessels insight. also East Cape.

July Foggy 2d This day fresh breeze from the North and Foggy by the wind on opposite tacks. under Sail. Men Employed washing Bone. Several Vessels insight.

" 3d This day fresh breeze from the North by the wind working North.

" 4th This day Fogg. light winds from the East. Spoke Josephine & Lucretia. during the night Steered N.N.E.

" 5th This day fresh breeze from the S.E. steered up to point Hope and Anchored. men Employed on Bone.

" Rain. 6th This day wind S.E. and Raing. took the Anchor and went after water. towards Cape Lisbon. at 2 P.m. Anchored. good water here. during the night Raing.

" Rain. getting Water. 7th This day thick and Raing. from 7 to 11 got off 150 bbs water. strong Breeze from the South. men Employed stowing down Water. during the night. strong breeze no Rain. got off 150 bb more Water. and stowed it below. Making 300 bbs. water take here. a very good place to get it.

July 8th took the Anchor and worked towards point Hope.

" 9th Westerly winds and rugged by the wind on oposite tacks.

" 10th " " " "

" 11th Good Weather about Calm. Anchored at point Hope.

" 12th Anchored at point Hope. fine Weather. Tom Pope here takeing Oil & Bone.

" 15th Arrived at the Coal Mines. got about 60 Tons. & 100 bbls Water. Left the 19th and steamed towards Cape Lisburne. to get wood. Anchored. Came on a Gale from the westward.

" 20th Left the wood. blowing a Gale. from West.

" 21st Wind West. a Gale. ship on the Northern tack.

" 22d This day. blowing fresh from the S.W. by the wind. on oposite tacks. under Storm Sails. Rain & snow. see Ice to the N.W. spoke the J. Palmer. got letters. 18 ships insight dirty weather.

Note. Engineer to work on Boiler & Engine. had no Steam for Four days.

July 23d This day fresh breeze from the westward by the wind on oposite tacks. under Topsails and Staysails. at 2 P.m. wore Ship close to the Ice. see plenty of Ice to the Northd. plenty of Ships around.
Lat by Obs 70°.28. N. Long by Chr 165°. 11 W.

July 24th This day blowing fresh from the westward by the wind on oposite tacks.

" 25th Fresh breeze and rugged.

" 26th No Change.

" 27th Weather a little better. got the Enging in working order again

" 28th This day steamed up to Icey Cape during the night. thick Fogg. lying aback. in the Ice.

" 29th Worked out of the Ice fresh breeze from the S.W. Fogg & Rain.

" 30th Thick Fogg. and westerly winds.

" 31st Calm & Foggy by spells. steamed into the Land. and Anchored of Wainright Inlet. all the steamers here. and Sailing ships Comeing in to Anchor. Natives onboard.

Sat Augst 1st Anchored of Wainright Inlet. Light S. West winds and Fogg.

August 2d This day fresh Breeze from the Southward. Cruiseing along the Pack at night — anchored.

Augst 3d This day wind N.E. and snowing. Anchored in 12 fathoms of Water, Land dist 5 Miles, Pack well off shore and going to the North quite fast Strong Northerly Current, several Vessels here, two Steamers.

" 4th This day wind North. Anchored of the Inlet again.

" 5th This day wind E.N.E all the vessels here working to the North, at 2 P.M. Anchored off P. Belcher, got some wood. Pack 6 Miles off shore.

August 19th Since the above date wee have had very bad weather, wind from S.W. to N.W. and heavy. Two ships lost, the Mabel & Geo & Susan and some Anchors. That was on the 11th. Since the Ships were lost, there has been quite a number of Ships Closed in to the North, by the Ice, and Four of the Frisco Steamers. with them this day wind South and Raing quite a fleet Anchored just North of Wainright Inlet, abreast of the wrecks. Pack Five Miles off shore and fast on to Point Belcher.

Augst 20th This day working along the Ice to the Southward.

" 21st Anchored by the wrecks.

" 22d " " "

" 23d This day worked to the North.

Bowhead Seen to-day

" 24th This day about Calm. worked to the North to the Pack about 12 Miles to the North of Point Barrow at dark. Anchored on the East Side of the Point.

" 25th Calm and Foggy. Still Anchored.

" 26th This day wind N.E. Steamed to the N.E. as far as we Could. a very short distance. Fogg shut in. Anchored on the South Side of Point Barrow.

" 27th This day wind N.E. & Foggy. Still Anchored.

Lucritia got a Whale. Got a Bear.

" 28th This day. Cruising to the N. & N.E. of the Point. in the Ice. at night Anchored in 6 Fathoms of Water. 12 Miles East of the Point. Foggy & Rainy.

" 29th This day Variable wind. & Squaley. Cruising along the Ice to the Eastward Anchored off the End of the Sand Spit. Some Ice here. Frisco Steamed to the Eastward.

Belvedere. Smith In the Arctic In 1885.

Aug 30th This day Commences with a fresh Breeze & Squally from the westward. towards night began to moderate. moved to the Eastward and Anchored.

Anchored off Cape Simpson

" 31st This day wind E by Compass. at 5 A.M. Started to the Eastward. under Steam. had to Come along in 4 Fathoms of Water, and through some Ice. at Eleven Anchored. had to fix a boiler Tube. at Four P.m. all fixed. Cape Simpson South 6 Miles.

Sept 1st This day Started to the Eastward again under Steam & Sail. wind South and light. at 8 P.m. see two Steamers to the Eastward. Steamed for them. at 3 A.M. got up to them and made Sail. Stood towards the Ice.

Sept. 2d This day. Cruising amongst the Ice. See several Whales. lowered three times without success. three sailing Vessels here. Hunter. Mary & Susan. Hidalgo. fresh breeze from the N.E. at 6 P.m. Foggy. at 3 A.m. Anchored in 6 Fathoms of Water.

Bowheads got none.

" 3d This day wind N.E. and Strong. and a thick Fogg. still Anchored. Ice makeing on the Rigging.

Foggy.

Belvedere. Smith In the Arctic In 1885

Sept 4th This day wind N.E. and a thick Fogg. at Eleven O'clock. got under weigh. stood to the North, at 2 P.m, tacked Ship, at 6 P.m, Anchored, thick Fogg. Spoke the F, Palmer,

a/ Foggy

" 5th This day thick Fogg. at 5 A.m, got underweigh and worked to the Eastward. under Sail. at 5 P.m, Anchored in 6½ Fathoms Water. several Vessels in sight during the night. lost Port Anchor. Shit ass work. Mate in charge of the deck,

Foggy

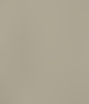
" 6th This day thick Fogg. wind N.E. & light, Sent Four Boats. to look for the Anchor Buoy. found it. saved the Anchor. and moved inshore, dense Fogg all the time. quite a Number of Vessels here Anchored. went onboard thrasher. a few minutes. Carpenter. fixing ship outside. where the Mate stove her. against the Ice. more dead head work.

a/ foggy

" 7th This day, Foggy. Cruiseing for Whales.

" 8th This day Cruiseing. In the Ice. see one Whale. Ship looking to the westward.

" 9th This day thick Fogg. Cruiseing along the Ice. Cleared up. See Whales. got one. to the S. Boat, Cut him in,



Sept 10th This day blowing a Gale from the North. Cruising for Whales along the Ice. see none. boiling.

" 11th This day blowing heavy from the North and Snowing at 2 P.m. kept away to the S W by W in Company with about 25 ships. at 7 P.m. Anchored. at P. Barrow still boiling during the night blowing heavy & Snowing.

" 12th This day blowing fresh and Snowing. wind N by Compass. ship still anchored. at 4 P.m. finished boiling. turned up 135 bbls, good luck for us. 20 or more ships here.

" 13th This day blowing fresh from the North, and a thick Snow Storm Stowing down the oil. at 5 P.m. finished.

" 14th this day wind N.E. fresh. thick & Snowing.

" 15th This day thick Fogg. quite moderate. went out to Cruise. Came back & Anchored.

" 16th This day Foggy. went to the Eastward of the Point. see one whale. at 5 P.m. Anchored again at the Point.

Belvedere In the Arctic In 1885

Sept 17th This day light winds from the N.E. and snow squalls. all the ships left the Point and started to the westward along the Ice.

Left Point Barrow

" 18th This day wind North working to the westward under sail and steam. at dark hove too for the night

Got 3 Bears

" 19th This day fresh Breeze from the N. working to the westward Carrying all sail. at dark caught up with the Calafornia steamers. and hove too aback for the night good weather.
Lat 70.50. N. Long 168.00 W.

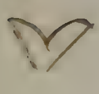
driving hard to day

" 20th This day wind North. Cruising along the Ice, Lat 71-07. Long 171.37

" 21st This day wind North, weather good. Cruising along the Ice.
Lat 71-08. Long 171.50.

" 22nd This day Cruising amongst the Ice.

" 23d This day wind N.W. Barom low. heavy snow squalls. at 7 A.m. see a Bowhead. B. Boat got him.

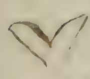


" 24th This day worked to the N.E. along the Ice. No Whales seen.

" 25th This day blowing a Gale from the S.W. hove too under lower main Topsail. blowing dow C.Y.

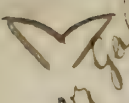
Sept 26th This day. blowing fresh from the Southward. with thick. Snow Squalls. by the wind on oposite tacks. Watches stowing down Oil. at 4 P.m. lowered for a Whale. didnot get it.
Lat 71,37, N. Log 171,29, W

" 27th This day. Gales. thick Snow Squalls. Calm. heavy Swell. at 4 P.m. Cleared up. and wind Came out to the N.E. fresh and Clear. Made sail at dark the Ice Pack. N.E. 9 Mile distant. working up to it.



Gale.

" 28th This day. blowing fresh. from S.W. to N.W. thick and snowing. by the wind. on oposite tacks. off and on the Ice. at Sundown wore ship. Close to the Ice. three. vessels here.



heavy Gale

" 29th This day. blowing a Gale from the N.W. run to the Eastward. around the Ice to Make a lee. and get smooth water. See three Whales to day. lowered twice got none. very Cold and rugged, bad weather. about all the time.
Lat 71,37, N. Log 168 04, W.

Gale.

" 30th This day. Commences with a fresh breeze from the N.W. and ends moderate and pleasant. Cruiseing amongst the Ice. See two Whales. going very quick to the Westward. didnot lower.
Lat 71-22. N. Long 168,17 W.

Belvedere Smith. In the Arctic. In 1885.

Oct 1st This day Commences with a light breeze from the S.E. worked out into Clear water under Steam, then made Sail and steered to the westward. See a Whale, lowered and got him. to the L Boat, at Six P.m. Cutting, blowing a Gale from the S.E.

" 2d This day wind shifted from S.E. to W.N.W. thick Cold and rugged. See quite a show of Whales. all going quick. lowered several times, got none. Boats badly Iced up.
Lat 71,,10, N. Long 168,,17, W.

Bad weather

" 3d This day Commences pleasant. lowered for Whales. before it was light Could not get fast. Called the Boats on board again. at 4 P.m. lowered again. Could not get hold. plenty of Whales around.

" 4th This day Commences with a Thick Snow Storm, wind N.N.E. Ship on oposite tacks. at 2 P.m. Cleared up some. lowered for Whales no Chance got none. fresh breeze and Cold. Boats Badly Ice up. Quite a number of Whales around. Six Ships here.

Oct 5th. This day Fresh Breeze. Variable winds. rugged. thick Snow Storm. dirty weather. at 3 P.m. Cleared up some. see one Whale long way off. to windward. Ice Making fast. at dark commenced boiling at daylight finished.

" 6th. This day fine weather to fine. not wind Enough to strike a Whale. plenty of them around. Boats get about on to the Whales and they settle and get out of the way.

" 7th. This day Commences Calm. See plenty of Whales. some breaching. some finning. some Lobtailing. but all going quick to the S'W. Boats down all day. but Couldnot strike. at 3 P.m. got a breeze from the E S'E. See two Steamers to-day. Eleven ships insight all told. the last Oil boiled. all stowed down. during the night a Gale from the S'E.

" 8th. This day blowing a heavy Gale from the Eastward. thick & Snowing. ship under lower Main topsail. at dark Cleared up a little see one or two Whales. Five Vessels insight.
during the night thick snow Storm.

Oct 9th. This day wind blowing on from the N.E. thick and snowing. at Four P.M. shifted to S.W. and blew fresh with a heavy sea. put the Ship on the Southern tack.

Lat by Reckg 72.12 N. Long 168.42 W. see one Whale to day. did not lower. Barometer 28 8/10. pretty low during the night. quite moderate.

No Whales to day

" 10th. This day Commences with light baffling winds. stood to the westward, at 2 P.M. wind shifted to the westward. Spoke the Andrew Hicks. said the Ships reported the Southern Ice well to the Eastward. see all the Ships here. bound south. Steered South by East. until 7 P.M. luffed by the wind aback. on the Port tack under Easy Sail. Ice to the westward. during the night lying aback,

A. Hicks. see a Whale to day

" 11th. This day good breeze from the North. worked to the South. along the Pack. at Four P.M. hove too under a point of Ice. waiting for the A. Hicks. she lowered for a Whale at dark heading E by N. under lower topsails. during the night on the Eastern tack.

Oct 12th This day Commences with a fresh Breeze from the N.E. very rugged. Steered S.E. by S. with all bearing sail set. at 2 P.M. began to Moderate. wind shifted to E.N.E. with a thick Snow Storm. took in light sails. at dark under lower topsails & foresail heading S.E. by S. Barometer 28-8½th pretty low. A Hicks in Company. during the night wind shifted to S.E. very thick.

Left the Ice to day for San Francisco.

" 13th This day quite Moderate. wind S.E. and Foggy. See two Steamers. bound South under Steam. one sailing ship insight. Barom 28:-7½. very low.
Lat 69.10, N. Long 168.42. W.

two Steamers one sailing Vessel

" 14th This day variable winds and Snow Squalls. Steered S.E. by S. ¼ S. under Steam and Sail. until 3 P.M. then Stopped Steaming. and tookin all Sail Except lower Topsails. thick weather. and westerly wind. Made about Six Knots through the day during the night thick weather.

nine Vessels insight to day

Belvedere. Smith. In the Arctic In 1885.

Oct 15th. This day Commences with the wind S. East, and light. took in square sails and steamed S.E by S ½ S. at Noon Came to Ice. and plenty of it. wind S.S.E tacked ship. wind shifted to South, steamed until Five P.m, then stopped. set topsails. took in light sails. about Calm. Ice running about North and South, and plenty of it. distant from the Ship 5 Miles. Land to the S.W. dist 40 Miles, ~~Diomede Isl. South by Compass 52 Miles~~, Spoke the Reindeer. during the Night Calm. drifted to the N.E.

Fin backs. See land to ~~the~~ West of Cape East. Ice all along here.

" 16th. This day. wind N.N.E steered S.S.E at 10 A.M, See Land. bearing S.E by S. steered for it. and found it to be the Ears on the East shore. to the N.E, of Cape Prince of Wales. 12 fathoms Water. steered off S.S.W, for the Diomedes Isl. and run until 12 Midnight.

" 17th This day fresh breeze from the North, at daylight Diomede Isl. S by W. 12 Miles, made all sail and steered S.S.W, towards Indian Point, passed to the westward of the Diomedes. at 4 P.m, See plenty of Ice. Close and heavy. Extended to 4 Points off the Port Bow. hauled too, and passed around the Eastern End of just at dark, and Come too on Starboard tack under lower topsails. Ice from the Land 30 Miles off shore. during the night. blowing fresh and a heavy sea. and Ice.

Got out of the Arctic. to day 17th.

Out of the Arctic.

In 1885.

Belvedere. Smith. from Plover Bay to San Francisco

Oct Plover Bay,
18th This day blowing fresh from the North.
at daylight Steered off. for Plover Bay.
making 10 knots. Some of the time.
at 3 P.m. stopped. at the Bay. and
Landed two Natives belonging there
at 4 P.m. kept off S.S.E. for St Matthews.
during the night wind to the North. with
a Cross heavy Sea. Barom 28.. 9½

two Sail:
19th This day light Airs and Calms. and
thick Snow Storm. Steaming under
Slow Bell at dark Steering S by E ½ E.
during the night. light winds and Calms.

"
20th This day Southerly winds. working to
the Southward. under Steam and
fore and aft Sails. at 3 P.m. See
St Matthews Isl. bearing S by E ½ E. by Compss
during the night. wind East. Steered
in towards the Isl.

Passed St Matthews Isl
21st This day winds from N.E. to N. at
daylight. the Isl. 12 Mile distant. Steered
to the Southward. along the Isl. as far as
Pinnacle Rock, then steered S.E. by S ¾ S,
See Nothing but Humpbacks and
Finbacks. Five Vessels. in sight
Steering to the Southward.
Spoke Josephine.

Belvedere. Ninth. bound For San Francisco 1st/885.

Oct 22d. This day. variable winds. & squally. Steered S.E by S 3/4 S.

" 23d. This day Calm. at 3 P.m. Steemed S by E 3/4 E. See St Pauls Isl. men Employed washing Ship. lashed Anchors. looking Cutting stage. & dinkey. (Lat 56,58 N. Long 171,46 W.) during the night a fine breeze from the N.W. W. set all sail. and stopped steam.

" 24th. This day wind from N.W. to N.N.E. Steered S.E by S 3/4 S. until 3. P.m. then Steered S. by E 1/2 E. all drawing sail set. See one sail to the west of us.
Lat 54,55. N. Long 171,31. W.
during the night. shortened sail. at daylight see the Land ~~made sail and and Came through on the west side of Younaska Isl. blowing fresh and squally from the N.W. found the ship has made to the Eastward about all the way down. passed the Isl about noon. Sent down Crows nest. Cutting Gear. Sent up Fore topgallant yard.~~

" 25th. This day. blowing fresh and squally from the N.W. Came through the passage about noon. West of Younaska Isl. Sent down Crows nest. Cutting Gear. Sent up Fore topgallant yard. and took Craft out of the Boats. Made Sea Watches. at night steering E by S 1/2 S. to get an offing. finds the ship has made to the Eastward. all the way down.

Came out through Fox Isl's

Belvedere. Smith. on passage to Frisco In 1885.

Oct 26th This day wind West and fresh.
Steered East, Making 11 knots some
of the time, made 330 Miles In 30 hours,
Lat 50,,23, N. Long 164,,55, W.

" 27th This day wind West fresh and Squally,
Snow Rain & Hail, Steered East, men
scraping Bone, Lat 48,,11,N Long 158,,47 W,
during the night fresh breeze & Squally.

" 28th. This day. wind. South. fresh & Squally.
all Sail set Steering E. finished
the Bone. Lat 47,,57, N. Long 154,,08 W.

" 29th. This day. fresh breeze and Squally
from the South. Carrying all bearing
Sail, Steering East, No Obs: during
the night wind shifted to East and blew
very heavy. lying under lower Main
Topsail. Barom 28 7/10.

" 30th. This day wind S. West, and Squally,
Steering E by S. with all Sail set
Lat 46 = 23, N. Long 146,,44, W.
during the night. Squally. wind W, S, W,

" 31st This day. fresh breeze & Squally Steered
E by S. all drawing Sail set. wind
W S W. watch Employed washing Bone.
Lat 44,,50, N. Long 142,36, W,

Belvedare. Smith. on the passage to Frisco 1885

Nov 1st This day variable winds and Squally. from W. to South. Steered E½S. with all drawing sail set. finished washing Bone.
Lat 43:20 N. Long 138.44 W.

" 2d This day. baffling winds. and Squally. during the night. blowing fresh from the S.S.W. Lat 42.14 N. Long 134.48 W.

" 3d This day. fresh breeze and Squally. winds from S.W. to N.W. Full drawing sail set. Steering E½S.
Lat 40.39 N. Long 130.30 W.

" 4th This day. good breeze from W. to N.W. Steered E½S. afternoon. Squally. during the night pleasant. quite Moderate. Steamed. heavy Swell. Lat 38.33 N
Long 127.27 W.

" 5th This day. about Calm. a heavy Cross Swell. got the Bone up and finished bundling it. got a breeze from the Southward. Set in thick & Raining Stopped Steam. took in light sails. heading E½S. got Anchors of Bow. and Cables up. See some Schooners. during the Night variable winds and Raining. on different tacks. Short sail, — Schooners 3.

Belbedere Smith. on passage to Frisco/885.

Nov 6th. This day bariable winds, Calms, thick Fogg & Rainy all day. Ship heading on different tacks under Easy Sail. at 4 P.m. Sounded. 86 Fths. water. at 5 P.m. Stmr S.t Paul passed us. See something wee called the Lanes to the E.N.E. — No Obs.

P CO. OF SAVANNAH.

MER, RECEIVER.

Savannah, ... *189*

AND OWNERS, *Dr.*

	RATE FROM	FREIGHT.	CHARGES.	WHARFAGE.	TOTAL

Mr Adams :-

Please forward
to G. F. Smith on his
return
and oblige
F. C. Bogart

Dr. Belvedere & Owners In Account

1885. Honolulu.

March 3d	To.	2 sacks Coal	2	00	
" "	"	Pacific Brass Foundry	10	50	
" 4th	"	Medicine for Chest.	17	75	
" "	"	Am. Consul	15	00	
" "	"	Col. Gen. Customs	12	00	
" "	"	Capt. Board.	5	00	
" "	"	87 lbs Beef 10cts	8	70	
" "	"	2½ o/o on Dsbls	1	87	
" "	"	A. W. Peirce & Co. Supplies	50	88	
					123 70

Trade In the Arctic In 1885.

To 47 pairs of Native Boots.
" 10 Skin Shirts.
" 5 Seal Skin Pokes
" 13 pairs Skin Mittens.
" 12 Seal Skins.
" 21 pairs Skin pants.
" 60 Lbs Deer Meat
" 24 Ducks.
" 8 Tons Coal.
Whale Bone.

Bought of A. Hicks. Fifty two pounds of bay Chew. Tobacco. to be replaced in San Francisco.

With Geo F. Smith Master In 1885. Cr.

1885.	Honolulu.		
March 4th	By Draft on Mess J. S. Foster & Co In favor A. W. Peirce.	123 70	
			123 70
	Sold In the Arctic Ocean 1885.		
	By 1 Sharps Rifle.		
	" 20½ Boxes Tobacco		
	" 35 " Cartrieges.		
	" 17 Flasks Powder.		
	" 17 Sheath Knives.		
	" 51 Ftms Cotton Cloth.		
	" 12 Boxes Caps.		
	" 12½ Lbs Tobacco		
	" 2 Bags Flour		
	" 4 peices Lead.		
	Paid for Coal. C. Lisburne.		
	By. 1 pair thick pants.		
	" 2 under shirts. 2 pair drawers.		
	" 1 over Shirt		
	" 4 pair Stockings.		
	" 4 " wool Mittens.		
	1 1 pair Native Boots.		
	" 13 Lbs Tobacco		
	" 1 pair Blankets.		

Belvederes Whale Oil taken In 1884.

Weight of Bone.
3208 lbs.

Wxo	
319	
229	
322	
200	
370	
355	
173	
320	2288
365	
324	
360	
334	
343	
365	
133	
153	
362	
360	
399	3498
316	
315	
344	
334	
335	
342	
367	
378	
295	3026

Belvedere's Whale Oil taken In 1885

319
363
344
370
370
400
400
171
158
314
347
340
342
336
347
235
240
230
293
350
323
332
265
332
320
298
317
324
200
406
360
110
173
165
110
109
144
142
127
112
133
148
155
113
131
131
130
263
289
131
289
242
250

341
269
368
246
252
362
324
295
282
367
401
281
379
261
149
128
361
302
361
305
326
374
362
316
132
132
132
361
318
324
398
306
102

22990. Gls

[illegible] Belvedere. Geo. [illegible] Smith Master 1885.

Weight of Bone. Sent down by the T. Hope In 1885.

Caught. 7734 lbs.

Trade Bone. 254 "

Weight of Bone brought down by the Belvedere in 1885

Caught 111 lbs.

Trade Bone 72 "

Str Belvedere. Geo. F. Smith Master 1885

Signals. For Whales.

Colors up Whales up.
" half way up lowered Boats.
" up & down lay Still.
Jib up & down ahead.
Man on Top yard on the Weather Bow.
Weather Clew topglt Sail. W. Beam.
Lee " " " Lee "
Half way to Peak. Stern.
Gaff Top^{sl} up & down on quarter.
Colors to Peak for a short time. 1 Boat Come on boar
" " " to Stop all " "
Ensign to Peak. Boat Stove.
" half mast Cut line.
Fog Whistle. 2 long. 2 short.

[illegible]

Brogan Shoes.
4 pairs Mittens. S.W. Hat,

Coat [illegible]

2 over shirts, 2 drawers, 2 stockings
X 2 mittens Boots, ~~2 lb.~~

X 2 under shirts, 2 drawers, 3 stockings Shoes,

X 2 under shirts, 2 drawers, 1 mittens Shoes,
~~2 lb.~~

man X Shoes, 2 Mittens.

Blankets, Coat, 1 over shirt 2 under-
X 2 drawers, 2 stockings 2 Mittens, 2 cloth
pants, Boots, Shoes, ~~1 lb.~~

~~5 lb~~

X 1 over shirt 1 under 1 drawers 2 stockings
Boots, ~~1 lb.~~

[illegible] coat. thick pants,

X 2 over shirts 2 under, 2 drawers, 2 mittens, 2 stockings, 1 cap, 2 pants, frock, Boots & shoes. + ll.

Paul x shoes 2 pair mittens [illegible] stockings. + ll.

P. [illegible] x 2 pair drawers. + ll.

[illegible] X 2 under shirt, 2 over shirts, 2 drawers, 2 stock 1 pair mittens. + ll.

[illegible] coat, thick pants, 2 under shirts, 2 drawers, 2 [illegible]
X 2 mittens, 1 cap, Boots. shoes, 2 [illegible]
+ ll.

[illegible] 2 under shirts 2 drawers. 2 stockings.
X 2 mittens. 1 pair Boots. Coat. + ll.

[illegible] 3 stockings. 2 over shirts. 1 under drawers
X 1 cap. + ll.

[illegible] 2 over shirts. 2 under shirts. 2 drawers.
2 stockings. 1 shoes. + ll.

[illegible] 2 drawers, 2 under shirts

X 2 mittens, Boots, Frock, 2 pants thick.
2 stockings. f. tt.

[illegible] X 1 pair Boots, R Cap. 2 pair mittens.
f. tt.

[illegible] Blankets, coat, 2 over shirts, 2 under
X 2 drawers, 2 stockings, 2 mittens, R Cap
2 pants, Shoes. f. tt.

J. Henry Coat-1 over shirt, 2 under shirts, 2 drawers, 2 stockin
X 2 mittens 1 pants thick, 1 R cap. f. tt.

P. King X Boots, 1 pair mittens. R cap, f. tt.

C. Austin Blankets. Coat, 1 thick pants. 2 under-
shirts, 2 drawers, 2 stockings 2 mittens
f. tt. X R cap ~~2 pants & Frock~~, Boots, Shoes
~~2 over shirts~~. Knife & Belt,

[illegible] Blankets, Coat, thick pants, 2 over shirts
2 under shirts 2 drawers, 2 stocking
f. tt. X 2 mittens R cap, 2 pants & Frock, Boots,
Knife & Belt,

[illegible] X Boots & Shoes, 4 stockings 1 cap.
f. tt.

[illegible] Coat, 2 over shirts 2 under shirts, 2 drawers,
2 stocking 2 mittens 2 pants Frock, R cap
X Boots & Shoes, f. tt.

Sperm Whale Signals.

Colors up. Whales up.

Colors up, Fly Jib up & down Whales ahead.

Lee Clue M. T. Gallant Sail up, on lee Beam

Weather Clue " " " " " " Weather Beam

Gaff Topsail up & down Weather Quarter.

Colors half up Mizzen Peak, astern Ship.

Colors Mizzen Peak for a short time one Boat
Come onboard.

Colors Mizzen Peak to stop, all Boats come
onboard.

Weather Clue F. T. Gallant Sail up. 4 Points
on Weather Bow.

Colors up fore & aft. Boat fast.

Ensign to Peak. Cut Line.

Boats Not to go out sight of the Ship
on the Offshore Ground.

Colors up & down Boats Lay Still.

A. Hansen. Coat. thick pants. 2 over shirts.
2 under shirts. 2 drawers. 1 mittens.
~~1 lb.~~ X R cap. 2 stockings. Boots.
~~1 pair Blankets.~~ a Frock,
Shoes.

B X Gaigo. Boots. 2 Stockings.

P Gagnon 1 Coat 1 thick pants, 2 overshirts. 2 undershirts.
X 2 drawers. 1 pair Denims. Frock, 2 stocking 2 mittens
1 R cap. Boots. ~~1 lb~~

X Harry Kanaka. thick pants, 1 overshirt
~~1 lb.~~ 1 under. 1 drawers. Boots,